

April 11, 2006

TO: Members of the Transportation Policy Committee

FROM: Mayor Elaine M. Scruggs, Glendale, Chair

SUBJECT: MEETING NOTIFICATION AND TRANSMITTAL OF TENTATIVE AGENDA

Wednesday, April 19, 2006 - 4:00 p.m.
MAG Office, Suite 200 - Saguaro Room
302 N. First Avenue, Phoenix

A meeting of the Transportation Policy Committee is scheduled for the time and place noted above. Members of the Committee may attend the meeting either in person, by videoconference, or by telephone conference call. As was discussed at the first meeting of the Committee, proxies would not be allowed. Members who are not able to attend the meeting are encouraged to submit their comments in writing, so that their view would always be a part of the process.

Please park in the garage under the Compass Bank Building. Bring your ticket to the meeting, parking will be validated. For those using transit, the Regional Public Transportation Authority will provide transit tickets for your trip. For those using bicycles, please lock your bicycle in the bike rack in the garage.

Pursuant to Title II of the Americans with Disabilities Act (ADA), MAG does not discriminate on the basis of disability in admissions to or participation in its public meetings. Persons with a disability may request a reasonable accommodation, such as a sign language interpreter, by contacting Valerie Day at the MAG office. Requests should be made as early as possible to allow time to arrange the accommodation.

Refreshments and a light snack will be provided. If you have any questions, please contact me at (623) 930-2262, or Eric Anderson, MAG Transportation Director or Dennis Smith, MAG Executive Director, at (602) 254-6300.

**TRANSPORTATION POLICY COMMITTEE
TENTATIVE AGENDA
April 19, 2006**

		<u>COMMITTEE ACTION REQUESTED</u>
1.	<u>Call to Order</u>	
2.	<u>Pledge of Allegiance</u>	
3.	<u>Call to the Audience</u> An opportunity will be provided to members of the public to address the Transportation Policy Committee on items not scheduled on the agenda that fall under the jurisdiction of MAG, or on items on the agenda for discussion but not for action. Citizens will be requested not to exceed a three minute time period for their comments. A total of 15 minutes will be provided for the Call to the Audience agenda item, unless the Transportation Policy Committee requests an exception to this limit. Please note that those wishing to comment on agenda items posted for action will be provided the opportunity at the time the item is heard.	3. Information.
4.	<u>Approval of Consent Agenda</u> Prior to action on the consent agenda, members of the audience will be provided an opportunity to comment on consent items that are being presented for action. Following the comment period, Committee members may request that an item be removed from the consent agenda. Consent items are marked with an asterisk (*).	4. Recommend approval of the Consent Agenda.

ITEMS PROPOSED FOR CONSENT*

*4A.	<u>Approval of March 22, 2006 Meeting Minutes</u>	4A. Review and approve the March 22, 2006 meeting minutes.
*4B.	<u>Interim Closeout of the Federal Fiscal Year (FFY) 2006 MAG Federally Funded Program</u> A revised initial closeout established that there was a temporary deficit of \$6.9 million in MAG Federal funds. By March 1, 2006, member agencies submitted requests to defer	4B. Recommend approval of a list of projects to be carried forward from FY 2006 to FY 2007 or later and to discuss possible priorities for utilizing MAG federal funds that become available through the FY 2006 Closeout Process.

approximately \$11.2 million in projects from FY 2006 to FFY 2007 or later. As a result, the amount of funds available during the interim closeout is now just over \$4.3 million. The deadline for member agencies to submit requests for projects that can utilize these funds by the end of the Federal fiscal year is April 28, 2006. The Transportation Review Committee recommended approval. This item is on the April 5, 2006 Management Committee agenda. Please refer to the enclosed material.

ITEMS PROPOSED TO BE HEARD

FY 2006 ADOT Freeway/Highway Program in the MAG Region - Proposed Material Cost Increases

A.R.S. 28-6353 requires that MAG approve any change in priorities, new projects or changes that would materially increase program costs in the Regional Transportation Plan. The Arizona Department of Transportation (ADOT) has requested cost increases for 12 projects in FY 2006 that meet the "Material Increase" criteria. These increases total approximately \$28.1 million and reflect recent cost increases in right-of-way, construction materials, and overall project bid levels, as well as design considerations. The cost increases can be accommodated within current cash flow by the deferral of other projects, in priority order, that are not ready for obligation in FY 2006. Other Freeway/Highway Program changes, including projects that are being deferred by one year or more, are being included in the new Draft 2007-2011 TIP and will not require a separate action. The Transportation Review Committee and the Management Committee recommended approval of the material cost increases. Please refer to the enclosed material.

6. Request to Advance the Widening of I-10

MAG has received a request to accelerate a project that is part of the Freeway Life Cycle program. Goodyear, with the support of Avondale, Buckeye and Litchfield Park, is proposing to advance the widening of I-10 from

5. Recommend approval of the material cost increases for the 12 projects in FY 2006 as shown in the enclosed material.

6. Recommend approval of the Proposal to Accelerate the widening of I-10 from Loop 101 to the vicinity of the I-10/L303 junction in the West Valley and include this project in the draft FY 2007 to FY 2011 Transportation Improvement Program for the purpose of air quality conformity analysis.

Loop 101 to west of the future interchange at Loop 303. This section of I-10 was identified as a Phase II project in the Regional Transportation Plan. In the ADOT Life Cycle Program, the section from L101 to Dysart Road is scheduled for construction in 2014 and the section from Dysart Road to L303 is scheduled for construction in 2011. The financing for the acceleration is anticipated to be from the ADOT HELP program for the design and from the issuance of Grant Anticipation Notes (GANs) for the construction. As proposed, the sponsoring jurisdiction would be responsible for one-half of the interest costs. The advanced schedule for this project, if approved, would be included in the draft MAG FY 2007-2011 Transportation Improvement Program and the Regional Transportation Plan FY 2006 Update that are being developed and presented for consideration in April for the purpose of air quality conformity analysis. On April 5, 2006, the Management Committee recommended approval. Please refer to the enclosed material.

7A. FY 2006 MAG Mid-Phase Public Input Opportunity

Under MAG's adopted public involvement process, members of the public are provided the opportunity to provide input on transportation plans and programs during four phases: Early Phase, Mid-Phase, Final Phase and Continuous Involvement. The Mid-Phase Public Input Opportunity was conducted from February 2006 through March 2006. Input opportunities included meetings of the MAG Management Committee, Transportation Policy Committee and Regional Council, several special events and a Joint Transportation Open House and Public Hearing. Events and opportunities were held in conjunction with the Arizona Department of Transportation, Valley Metro and METRO when possible. Staff will provide an overview of input received. Please refer to the enclosed material.

7A. Information and discussion.

7B. Approval of the Draft FY 2007-2011 MAG Transportation Improvement Program for an Air Quality Conformity Analysis

The 1990 Clean Air Act Amendments require that the MAG Transportation Improvement Program (TIP) be in conformance with the applicable air quality plans. The Draft FY 2007-2011 TIP contains all of the major elements of the first phase of the Regional Transportation Plan (RTP), plus an additional year (2011). All MAG member agencies have been consulted regarding projects and these changes have been incorporated in the draft document, including some new locally and privately funded projects. The draft TIP contains more than 1,200 transportation projects, totals almost \$6.3 billion and identifies Federally funded projects, ADOT projects, transit projects (including light rail), and all regionally significant projects within the region. The Transportation Review Committee and the Management Committee recommended approval of the Draft FY 2007-2011 MAG TIP for an air quality conformity analysis. Please refer to the enclosed material.

7C. Approval of the Draft MAG Regional Transportation Plan - 2006 Update for an Air Quality Conformity Analysis

The 1990 Clean Air Act Amendments require that transportation plans and programs be in conformance with applicable air quality plans. To comply with this requirement, an air quality conformity analysis of the Draft MAG Regional Transportation Plan - 2006 Update needs to be conducted prior to consideration of the Plan for final approval. The major new items in the 2006 Update are revised revenue estimates, and inclusion of the life cycle programs for freeways/highways, arterial streets, and transit. The Transportation Review Committee and the Management Committee recommended approval of the Draft MAG Regional Transportation Plan - 2006 Update for an air quality conformity analysis. Please refer to the enclosed material.

7B. Recommend approval of the Draft FY 2007-2011 MAG Transportation Improvement Program for an air quality conformity analysis.

7C. Recommend Approval of the Draft MAG Regional Transportation Plan - 2006 Update for an Air Quality Conformity Analysis.

8. Reevaluation of TPC Meeting Day/Time

At the January 18, 2006 TPC meeting, a reevaluation of the TPC meeting day and time was discussed. TPC members were requested to submit the days of the week and times that would be most advantageous to schedule committee meetings. The results of the reevaluation have been compiled and will be presented. Please refer to the enclosed material.

9. Legislative Update

An update will be provided on legislative issues of interest. Please refer to the enclosed material.

8. Information and discussion to determine the day of the week and time for the future TPC meetings.

9. Information, discussion and possible action.

**MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION POLICY COMMITTEE MEETING**

March 22, 2006
MAG Office, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

- | | |
|------------------------------------------------------------------|-------------------------------------------------------------|
| Mayor Elaine Scruggs, Glendale, Chair | * Mayor Hugh Hallman, Tempe |
| * Councilmember Peggy Bilsten, Phoenix,
Vice Chair | Mayor Keno Hawker, Mesa |
| F. Rockne Arnett, Citizens Transportation
Oversight Committee | Eneas Kane, DMB Associates |
| + Mayor Ron Badowski, Wickenburg | Joe Lane, State Transportation Board |
| # Stephen Beard, SR Beard & Associates | Mayor Marie Lopez-Rogers, Avondale |
| Mayor Steven Berman, Gilbert | Mayor Mary Manross, Scottsdale |
| Dave Berry, Swift Transportation | * Jacob Moore, Salt River Pima-Maricopa Indian
Community |
| Jed S. Billings, FNF Construction | * David Scholl, Westcor |
| Mayor James Cavanaugh, Goodyear | Councilmember Daniel Schweiker,
Paradise Valley |
| Councilmember Pat Dennis, Peoria | * Supervisor Don Stapley, Maricopa County |
| Mayor Boyd Dunn, Chandler | Mayor J. Woodfin Thomas, Litchfield Park |
- * Not present
Participated by telephone conference call
+ Participated by videoconference call

1. **Call to Order**

The meeting of the Transportation Policy Committee (TPC) was called to order by Chair Elaine Scruggs at 4:15 p.m.

2. **Pledge of Allegiance**

The Pledge of Allegiance was recited.

Chair Scruggs announced that Mayor Ron Badowski was participating via videoconference and Steve Beard was participating via teleconference. She welcomed Mayor Marie Lopez-Rogers, Avondale, and Joe Lane, State Transportation Board, as newly appointed members of the TPC.

Chair Scruggs stated that transit tickets for those who used transit to attend the meeting and parking garage ticket validation were available from MAG staff.

3. Call to the Audience

Chair Scruggs stated that an opportunity is provided to the public to address the Transportation Policy Committee on items that are not on the agenda that are within the jurisdiction of MAG, or non action agenda items that are on the agenda for discussion or information only. Citizens will be requested not to exceed a three minute time period for their comments. She noted that an opportunity is provided to comment on agenda items posted for action at the time the item is heard.

Chair Scruggs recognized public comment from William Crowley, who commented on agenda item #6. He said that freight rail is needed heading east. Mr. Crowley commented on agenda item #7. He said that half of the roadways in the state are deficient and that an extra tax of one-cent on each dollar of gas sold is needed. Mr. Crowley stated that the price of gas is predicted to be \$3 by the end of summer. The extra penny will be a way to get more revenue to address issues. Mr. Crowley commented that there were 1,700 flyers for a public hearing that were to be put on buses—this means less than two flyers per bus. He stated that he found one-quarter of the flyers on two buses after the event. Mr. Crowley stated that the Transit Annual Report says that 1,814 out of a total of 6,914 bus stops have shelters. He noted that he was quoting from the 2005 report, as the 2006 report will not be issued for another 90 days. Mr. Crowley stated that Gilbert was the only city that requested bus stops. He stated that there is an effort to cover park and ride lots, but they should not be covered before people at bus stops are covered. Chair Scruggs thanked Mr. Crowley for his comments.

4. Approval of Consent Agenda

Chair Scruggs stated agenda items #4A, #4B, and #4C were on the consent agenda. Public comment is provided for consent items. Each speaker is provided with a total of three minutes to comment on consent agenda.

Chair Scruggs recognized public comment from Mr. Crowley, who asked why bus service on Glendale Avenue does not continue on to Scottsdale Road if this is part of the supergrid. Mr. Crowley stated that Cave Creek and Carefree will not have BRT service for 20 years. He stated that plans need to include the whole region because everyone is paying the sales tax. Mr. Crowley suggested having a bridge or a tunnel for light rail to cross I-17 and go to Metrocenter, as the Plan said. Right now, it is going to 25th and Mountain View. Mr. Crowley stated that this is a major change that was not brought through the process. Chair Scruggs thanked Mr. Crowley for his comments.

Chair Scruggs stated that any member of the committee can request that an item be removed from the consent agenda and considered individually. Chair Scruggs asked members if they wanted to hear any of the consent agenda items. Hearing no requests, Chair Scruggs called for a motion. Mayor Thomas moved to recommend approval of consent agenda items #4A, #4B, and #4C. Councilmember Schweiker seconded, and the motion passed unanimously.

4A. Approval of January 18, 2006 Meeting Minutes

The Transportation Policy Committee, by consent, approved the January 18, 2006 meeting minutes.

4B. Initial Closeout of the Federal Fiscal Year (FFY) 2006 MAG Federally Funded Program

Annual suballocations of Federal Obligation Authority (OA) to the MAG region must be used or they could be lost. Each year, the process to close out the MAG federally funded program is completed in three distinct steps. First, the federal funds that have been suballocated to the MAG region are compared with the list of projects programmed in the current year (FFY 2005) of the most recent Transportation Improvement Program (TIP). Second, by March 1, MAG agencies request the deferral from the current federal fiscal year to the following year, or later, of any projects that are not likely to be completed through the federal development process in time. Third, projects are identified that are able to utilize the funds available from the first two phases and from any other obligation authority (OA) that might become available from federal sources. In this phase of the FY 2006 closeout process, approximately \$1.5 million is available for the initial closeout. March 1, 2006 was the deadline for members to submit requests to defer MAG federally funded projects from FY 2006 to FY 2007 or later.

4C. Proposed Amendment to the FY 2006-2010 Transportation Improvement Program for Highway and Transit Projects

The Transportation Policy Committee, by consent, recommended approval of a TIP Amendment to the FY 2006-2010 MAG Transportation Improvement Program to add a Bridge Replacement funded Bridge Scour project in Phoenix; two locally funded ITS Design projects in Mesa; two new 5307 funded transit projects for Avondale and Valley Metro and one new 5309 funded project in Tempe, as shown in the attached tables. On July 25, 2005, the FY 2006-2010 MAG Transportation Improvement Program (TIP) was approved by the MAG Regional Council. Since then, the following six projects have been identified that need to be added to the TIP: a Bridge Replacement funded Bridge Scour project in Phoenix; two locally funded Intelligent Transportation System (ITS) Design projects in Mesa; two new 5307 funded transit projects for Avondale and Valley Metro and one new 5309 funded project in Tempe. The Transportation Review Committee and the Management Committee recommended approval of the Amendment for the projects listed.

5. City of Phoenix Request to Advance the I-17/ Dove Valley Road Traffic Interchange

Eric Anderson stated that MAG received a request from the City of Phoenix to advance the construction of the I-17 and Dove Valley Road Traffic Interchange (TI) by approximately 15 years to coincide with the widening of I-17 in FY 2007 and because of the pressures of development in the area. Mr. Anderson stated that the Dove Valley TI is listed in the Regional Transportation Plan as a Phase IV project and is currently in the ADOT Life Cycle Program for design funding in 2021 and construction in 2022. He noted that the City of Phoenix will provide the funding for the acceleration of the project with repayment as provided in the ADOT Life Cycle Program at the time of the repayment. Mr. Anderson stated that the City of Phoenix will be responsible for one-half of the interest cost under the approved MAG Freeway/Highway Acceleration policy. Chair Scruggs thanked Mr. Anderson for his presentation and asked members if they had questions.

Mayor Thomas asked for clarification of the interest cost. Mr. Anderson stated that the interest cost, which is shared between the sponsoring jurisdiction and the program, is reimbursed according to the adopted MAG Freeway/Highway Acceleration policy. He added that this is the policy that was used for advancing other projects in the past.

Mayor Hawker asked if any analysis had been done to determine construction cost savings when a project was advanced. He commented that the savings could be beneficial to the program. Mayor Hawker noted that the City of Mesa had advanced \$10 million for the Red Mountain Freeway. Mr. Anderson replied that an analysis had not been done recently. He said that the last analysis was for advancing the right-of-way purchase on the San Tan using Board Funding Obligations. He stated that approximately \$80 to \$100 million were saved because right-of-way could be acquired earlier. Mr. Anderson noted that the City of Mesa was one of the first jurisdictions to accelerate a project—the Red Mountain from Country Club to Gilbert Road—and also advanced the construction of general purpose lanes on US-60. The most recent project to be accelerated was the interchange at I-10/Pecos Road for approximately \$50 million. Mr. Anderson commented that with escalating construction costs, these project accelerations make sense. Both the sponsoring agencies and the region benefit.

Mayor Hawker asked how much would be saved by coordinating the projects rather than constructing them at separate times. Mr. Anderson replied that he did not have an exact percentage, but in all likelihood, there would be savings. He stated that on the I-17 project, ADOT has indicated that it might issue the bid in two smaller packages—one for the structure and one for the mainline widening. Mayor Hawker said that Mesa did a widening of the freeway crossing at Gilbert Road. Even though they did not widen the freeway at that time, they put in the structure so as not to disrupt traffic later. He commented that this worked well.

Chair Scruggs recognized public comment from Mr. Crowley, who stated that negative planning was being rewarded with an interchange. He stated that he appreciated the project, but how was it going to integrate with what the state is planning? Mr. Crowley stated that he thought it would be beneficial to build the interchange to its full footprint. Chair Scruggs thanked Mr. Crowley for his comments.

Mayor Hawker moved to recommend approval of the City of Phoenix Request to Advance the I-17/Dove Valley Road Traffic Interchange project. Mayor Dunn seconded, and the motion carried unanimously.

6. Update on the Commuter Rail Stakeholders Group

Mr. Anderson stated that the Commuter Rail Stakeholders Group was formed to provide input on a scope of work for a consultant study to update the commuter rail portion of the 2003 High Capacity Transit Study. He said that the study would be coordinated with a study being proposed by ADOT. Mr. Anderson noted that the statewide study will focus on an infrastructure survey, although it may also include commuter rail. He added that ADOT's study will begin to look at commuter rail between Phoenix and Tucson, along with other opportunities statewide.

Mr. Anderson stated that member agency stakeholders met on February 27, 2006 to discuss issues and outcomes. Mr. Anderson stated that other stakeholders, in addition to member agency staff, will be included in the next Stakeholders meeting. He said that staff are in the process of drafting a scope of work, which will be reviewed by the Stakeholders in April. He stated that a Request for Proposals could be issued in May or June, with a consultant selection in August or September. Mr. Anderson noted that there is great interest in completing the study in 12 months.

Mr. Anderson then reviewed items that are anticipated to be included in the scope of work. He noted that commuter rail systems in New Mexico, Utah, and Puget Sound are in the process of being implemented, and best practices of these peer commuter rail systems would be included in the scope.

Mr. Anderson stated that an inventory of rail conditions and operations both statewide and regionwide would be included. He said that survey data from the ADOT study will be used for the rail infrastructure. Mr. Anderson stated that there is also interest in including in the scope BSNF and Union Pacific operations and changes they may potentially make. He advised that he heard BNSF may be moving its operations farther out and off Grand Avenue, although it will still use the Grand Avenue alignment. Mr. Anderson noted that Union Pacific is reevaluating how to serve its freight customers and is in the process of reactivating its west side branch line.

Mr. Anderson stated that ridership projections would be developed by corridor, which would then be used to develop operating scenarios. He said that the scope would also include the development of capital and operating costs. Mr. Anderson stated that from the findings of the study, a recommended action plan to implement commuter rail would be developed. It would be detailed as to the steps needed and in what order to ensure a successful implementation of commuter rail in the region. Chair Scruggs thanked Mr. Anderson for his update.

Mayor Thomas commented that he thought this was a good opportunity to incorporate the needs of freight with our needs. It is part of making the region's transportation system work.

Councilmember Dennis agreed that this was a great opportunity—not only because of the extensive area covered by the two freight lines, but also the railroads are in the mood to make adjustments. Councilmember Dennis commented on including the expertise of those who have done this before to give guidance, not only on commuter rail, but also freight and environmental issues.

Dennis Smith noted that the State is using federal funds for their study, which requires a match that staff feels is appropriate. He stated that the amount would be approximately \$20,000 in cash and \$20,000 of in-kind funds. Mr. Smith noted that this would be on a future agenda.

Mayor Hawker asked if the \$20,000 would come from the \$5 million in Proposition 400 commuter rail funds. Mr. Anderson replied that it is anticipated that the \$20,000 could come out of MAG planning funds and not Proposition 400 funds.

7. Update on Construction Cost Issues

Mr. Anderson provided an update on efforts by ADOT to mitigate the impacts of commodity price uncertainty on bids, recent bids received by ADOT, and information on the status of the construction industry will be presented. Mr. Anderson referred to some of the solutions from Construction Forum. He stated that some moderation has happened in national price trends. The highway and street construction price index reached a peak of 135 percent.

Mr. Anderson stated that an agreement was reached to lower the duty on three million metric tons of Mexican cement for three years. He added that if all sides agree, the duty could be eliminated after the

three years. Mr. Anderson advised that this has a small impact nationally, but the border states will benefit significantly to relieve some shortages.

Mr. Anderson stated that the price for diesel fuel has declined somewhat, but he felt it was still volatile because of the world situation. He noted that the price of energy not only affects the cost to transport goods, it is a fundamental factor in many products, such as cement that uses natural gas in its production.

Mr. Anderson addressed Arizona conditions. He said there are some signs of slowing in housing and commercial construction. The passage of the Phoenix bond issue will have an impact on commercial construction. Mr. Anderson stated that the commodity markets seem to have more price stability. He stated that ADOT has had only bid smaller projects recently, but has seen more bidders. Mr. Anderson said that concrete and cement supplies are still limited, with price guarantees for only 30 to 60 days.

Mr. Anderson reported on ADOT activities. He said that ADOT is considering commodity price clauses. Mr. Anderson stated that ADOT was reviewing material specifications and is working with AGC to see if some of the clauses might be loosened up and still retain the same quality. In addition, ADOT is considering the size of projects.

8. Reevaluation of TPC Meeting Day/Time

This item was continued to the next meeting.

At the January 18, 2006 TPC meeting, a reevaluation of the TPC meeting day and time was discussed. TPC members were requested to submit the days of the week and times that would be most advantageous to schedule committee meetings. Chair Scruggs noted that some clarifications to the chart of responses that was compiled. She said that two members had indicated that they were not available on Wednesdays at 4:00 p.m. They have since noted that they are available.

9. Legislative Update

Dennis Smith stated that Mr. Kirk Adams has been appointed by the Maricopa County Board of Supervisors to the Arizona House of Representatives. He noted that constitutionally, Mr. Adams will not be able to continue serving as a member of the TPC. Mr. Smith noted that Mr. Adams was appointed by the President of the Senate. He said that in the past, the TPC made recommendations on TPC business representatives to the Regional Council, who would then forward the names to the President of the Senate and Speaker of the House for their consideration in making their appointments. Mr. Smith indicated that he did not feel there was time to follow this process this time. Mr. Smith stated that an addendum could be added to the March 29, 2006 Regional Council agenda and members could be asked to submit names for discussion at the meeting.

Mr. Anderson announced that the Proposition 400 sales tax revenue collected for January was \$28.5 million, which is 15.4 percent over last year's same month revenue. He added that revenue is up 17 percent for the fiscal year to-date. Mayor Hawker asked the budgeted amount for the month. Mr. Anderson replied that he was not sure of the monthly amount, but the revenue was almost twice the projected rate of seven to eight percent.

Matt Clark updated members on eminent domain bills. Last and this week to the Legislature SCR 1019 HCR 2031 passed the Committee of the Whole and had a third read. Mr. Clark stated that it is anticipated that negotiations will work out the issues and he would advise. Mr. Clark stated that there was a strike everything amendment to SB 1098 in House Transportation that would appropriate \$463 million from the state general fund to the State Highway Fund. Of this, 50 percent would go to counties with a population of 1,200,000 or more, 25 percent to counties with a population of five hundred thousand or more, and 25 percent to the remaining counties. Mr. Clark stated there was one earmark-related to the right-of-way purchase or construction of improvements to, I-10 between mileposts 230 and 260 on the outskirts of Tucson to the edge of Pima County. Mr. Clark pointed out that the bill is not expected to move forward, but to spark discussion on how to cover the increases in transportation costs. Mr. Clark noted that Representative Nelson's bill to increase bonding capacity from six to 20 percent passed the Senate Committee and was expected to pass the Senate Floor.

Chair Scruggs recognized public comment from Mr. Crowley, who said that legislation allows buses to idle up to an hour to keep the air conditioning effective. He said he would rather shading or canopies be used to keep buses cool. Mr. Crowley suggested a strike all so this rule could be changed. He noted that in Sacramento and Las Vegas the buses are limited to idling only ten minutes. Mr. Crowley provided a bicycle survey to be handed out. Mr. Crowley stated that MAG needs to explain to the Legislature that SB 1504 was accommodating poor development. He added that the West Valley and the East Valley need to be addressed instead of the North Valley. Mr. Crowley commented on HB 2629. He said he would like facilities for bicycles, pedestrians and buses be built when the roadways are built. Chair Scruggs thanked Mr. Crowley for his comments.

There being no further business, the meeting adjourned at 5:00 p.m.

Chair

Secretary

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... *for your review*

DATE:

April 11, 2006

SUBJECT:

Interim Closeout of the Federal Fiscal Year (FFY) 2006 MAG Federally Funded Program

SUMMARY:

A revised initial closeout established that there was a temporary deficit of \$6.9 million in the MAG federally funded program for federal fiscal year (FFY) 2006. By March 1, 2006, member agencies submitted requests to defer approximately \$11.2 million in projects from FFY 2006 to FFY 2007 or later. As a result, the amount of funds available during the interim closeout is now just over \$4.3 million. The deadline for member agencies to submit requests for projects that can utilize these funds by the end of FFY 2006 the Federal fiscal year is **April 28, 2006**. For additional information, please see the attached memorandum and table.

PUBLIC INPUT:

At the MAG Transportation Review Committee meeting on March 23, 2006, citizen input was received regarding the need to do a complete job on any transportation improvements the first time, so that later work at the same location is not necessary. Also, it was suggested that construction projects use cement from Arizona Indian Communities and that a penny per dollar tax be added to gasoline to generate additional revenues for transportation improvements. At the April 5, 2006 Management Committee meeting, the citizen clarified his previous comment that the penny tax could also provide revenue for transportation maintenance and transit improvements.

PROS & CONS:

PROS: Approval of these recommendations will allow for additional and accelerated transportation projects to be funded in the MAG region. If all MAG federal funds are obligated on time, redistributed OA may become available.

CONS: If the OA is not used by September 30, 2006, the region may not receive any redistributed OA and may lose the OA that is currently available. There is no guarantee that sufficient funds will be available in the following fiscal year to cover any or all of the deferred projects. Uncertainty over the reauthorization of the federal legislation makes this problem more acute.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Action to close out the FFY 2006 MAG federally funded program is needed to ensure that all MAG federal funds are fully used in a timely and equitable manner. These actions may include any necessary amendments or administrative adjustments to the FY 2006-2010 MAG TIP and the FY 2006 and FY 2007 MAG Unified Planning Work Programs and Annual Budgets to allow the projects to proceed.

POLICY: Previously adopted MAG policies on the allocation of uncommitted and redistributed federal funds to projects have been followed.

ACTION NEEDED:

Recommend approval of a list of projects to be carried forward from FY 2006 to FY 2007 or later and to discuss possible priorities for utilizing MAG federal funds that become available through the FY 2006 Closeout Process.

PRIOR COMMITTEE ACTIONS:

On April 5, 2006, the Management Committee recommended approval of a list of projects to be carried forward from FY 2006 to FY 2007 or later and to discuss possible priorities for utilizing MAG federal funds that become available through the FY 2006 Closeout Process.

MEMBERS ATTENDING

Ed Beasley, Glendale, Chair	Mike Cartsonis for Darryl Crossman,
Bridget Schwartz-Manock for Jan Dolan,	Litchfield Park
Scottsdale, Vice Chair	Christopher Brady, Mesa
#George Hoffman, Apache Junction	Tom Martinsen, Paradise Valley
Charlie McClendon, Avondale	Terry Ellis, Peoria
Carroll Reynolds, Buckeye	Frank Fairbanks, Phoenix
* Jon Pearson, Carefree	Cynthia Seelhammer, Queen Creek
Usama Abujbarah, Cave Creek	* Bryan Meyers, Salt River Pima-Maricopa
Patrice Kraus for Mark Pentz, Chandler	Indian Community
* B.J. Cornwall, El Mirage	Jim Rumpeltes, Surprise
Alfonso Rodriguez for Orlando Moreno, Fort	Amber Wakeman for Will Manley, Tempe
McDowell Yavapai Nation	* Reyes Medrano, Tolleson
#Tim Pickering, Fountain Hills	* Shane Dille, Wickenburg
* Lynn Farmer, Gila Bend	Mark Fooks, Youngtown
* Gila River Indian Community	Dale Buskirk for Victor Mendez, ADOT
George Pettit, Gilbert	David Smith, Maricopa County
Stephen Cleveland, Goodyear	Bryan Jungwirth for David Boggs,
Mark Johnson, Guadalupe	Valley Metro/RPTA

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+Participated by videoconference call.

Transportation Review Committee: On March 23, 2006, the TRC unanimously recommended that the nineteen projects, as shown in the table in the attached memorandum, should be allowed to defer from FFY 2006 to FFY 2007.

MEMBERS ATTENDING

Phoenix: Tom Callow, Acting Chairman	Maricopa County: Chris Plumb for Mike
ADOT: Dan Lance	Ellegood
Avondale: David Fitzhugh	Mesa: Jeff Martin
Chandler: Patrice Kraus	Paradise Valley: Robert M. Cicarelli
* El Mirage: B.J. Cornwall	Peoria: David Moody
Fountain Hills: Randy Harrel	Queen Creek: Mark Young
* Gila Bend: Lynn Farmer	RPTA: Bryan Jungwirth
Gilbert: Greg Sveland for Tami Ryall	Scottsdale: Mary O'Connor
Glendale: Terry Johnson	* Surprise: Randy Overmyer
Goodyear: Cato Esquivel	Tempe: Carlos De Leon
Guadalupe: Jim Ricker	Valley Metro Rail: John Farry
Litchfield Park: Mike Cartsonis	* Wickenburg: Shane Dille

EX-OFFICIO MEMBERS ATTENDING

- * Regional Bicycle Task Force: Randi Alcott,
RPTA
- * Street Committee: Darryl Crossman,
Litchfield Park

- * ITS Committee: Alan Sanderson, Mesa
- * Pedestrian Working Group: Eric Iwersen,
Tempe
- * Telecommunications Advisory Group:

* Those members neither present nor represented by proxy.

CONTACT PERSON:

Paul Ward, MAG, 602-254-6300.

April 11, 2006

TO: Members of MAG Transportation Policy Committee

FROM: Paul D. Ward, Transportation Programming Manager

SUBJECT: FEDERAL FISCAL YEAR (FFY) 2006 INTERIM YEAR END CLOSEOUT

During the interim phase of the year end closeout of the FFY 2006 MAG Federally funded program, member agencies have submitted requests to defer approximately \$11.2 million in projects from the current fiscal year to next year. The funds released by these deferrals are added to any uncommitted funds that are available from the initial closeout. When a planned commitment of \$8.4 million to the Arterial Life Cycle Program is included into the list of programmed projects, a revised initial closeout shows that the region had a \$6.9 million deficit during the initial closeout, instead of an expected \$1.5 million surplus. With the deferred projects added in, the total of MAG Federal funds expected during the initial and interim closeout phases comes to approximately \$4.3 million. Member agencies are requested to submit projects to MAG to utilize these funds available by **April 28, 2006**.

BACKGROUND

A memorandum detailing the fiscal year end closeout process was sent to member agencies in February, 2006 and a copy has been posted on the MAG website. Current guidelines for the year end closeout process were approved by the Regional Council in 1995 and were slightly revised in 1996 and 2001. As requested at last month's TRC meeting, a copy of the original 1995 FFY Closeout Priorities are shown in the Appendix after Table One.

FFY 2006 INITIAL CLOSEOUT ESTIMATES

The FY 2006 Federal funds available for programming amount to \$96.1 million. This amount reflects the extremely low amount of Obligation Authority (OA) made available this year to the State, approximately 86 percent (an average expectation of 94 percent OA would have provided an additional \$9 million to the region). The revised total of the projects programmed (including the ALCP commitment) comes to \$104 million, leaving a deficit of \$7.9 million.

DEFERRED PROJECTS

Nineteen currently programmed projects, totaling \$11.2 million, have been identified that need to be deferred to FY 2007. These projects are shown in the attached Table One.

SUBMITTAL OF PROJECTS

The primary criteria for the projects submitted for funding is that they must be able to utilize the funds available by the end of the federal fiscal year. This means that the projects concerned must be sufficiently developed for ADOT Local Governments staff to recommend that be projects are ready to be authorized by the Federal authorities. It is expected that the TRC will review the funds available and may discuss preferences for how the funds available should be targeted.

If the acceleration of an existing programmed project (or a phase of an existing project) is involved, a new application form is not needed. Member agencies should note the TIP project ID number and how many federal funds are being requested. Similarly, if additional funds for current year projects are submitted, new applications are not necessary. Members are requested to note the TIP ID number and specify the additional amount and type of funds requested and give details of the additional local match anticipated. If new projects are submitted, members should use the TIP data entry applications forms for the appropriate mode as shown on the TIP page of the MAG website. Members are requested to submit projects for the \$4.3 million expected to be available (all CMAQ funds) to MAG staff, by **Friday, April 28, 2006**.

MAG staff will review the projects and make estimates of emission reductions for a possible ranking of projects, as appropriate. If it is possible, review by technical advisory committees may take place in May, and it is expected that TRC action on the interim list of closeout projects will occur by May 25, 2006, with Management Committee, Transportation Policy Committee and Regional Council action taking place in June, 2006.

If there are any questions regarding the FY 2006 year end closeout process, or the submittal of projects, please call Paul Ward at 602-254-6300.

Table One - FY 2006 MAG Federally Funded Program - Interim Closeout

Proj #	Project Description	Fund Type	Fed Funds
Projects Requested for Deferral			
CHN03-107R	Chandler: Ryan Rd; Pave dirt road	CMAQ	\$188,600
CHN06-214	Chandler: Citywide; Install Fire/Police signal system	CMAQ	\$377,200
CHN06-216C	Chandler: Western Canal; Construct multi-use path	CMAQ	\$1,033,600
GBD05-202	Gila Bend: Martin Ave: Pedestrian improvements	STP-MAG	\$188,600
GLB06-201R	Gilbert: Eastern Canal (Santan II); Multi-use path	CMAQ	\$636,000
GLB04-205	Gilbert: US-60 and Gilbert Rd; Fibre-optic and conduit	CMAQ	\$400,660
GLN06-201	Glendale: Bell Rd at Skunk Creek	CMAQ	\$424,350
GLN06-202	Glendale: Various locations; ITS fibre project	CMAQ	\$894,000
GDL04-201	Guadalupe: 8413 S Avenida Del Yaqui; Emergency signal	STP-MAG	\$47,000
GDL05-202	Guadalupe: Guadalupe Rd: Highline Canal to Calle Bella Vista; Add sidewalks, bus stops and cross walks	CMAQ	\$500,000
LPK05-101	Litchfield Park: Litchfield Rd Bypass at Wigwam Boulevard; Construct bicycle underpass	CMAQ	\$886,420
MMA05-214	Maricopa County: PM-10 roads, various locations; Paving dirt roads (2005)	CMAQ	\$1,000,000
MMA06-208R	Maricopa County: PM-10 roads, various locations; Paving dirt roads (2006)	CMAQ	\$1,000,000
MMA06-207	Maricopa County: Regionwide; Construct Aztech smart corridors, Phase 3 (design-build)	CMAQ	\$1,350,000
MES06-203C	Mesa: Pepper Place; Construct multi-use path	CMAQ	\$305,961
PEO06-202	Peoria: 91st Ave at Olive Ave; Improve intersection	CMAQ	\$800,000
QNC06-201	Queen Creek: Ellsworth at Ocotillo; Reconstruct intersection	CMAQ	\$300,000
TMP04-102	Tempe: Curry Rd: Scottsdale Rd to McClintock Dr; Design and construct pedestrian facilities	CMAQ	\$438,200
TMP05-105	Tempe: University Dr: Perry Lane to Price Rd; Design and construct pedestrian facilities	CMAQ	\$400,000
Total FY 2006 MAG Federally Funded Projects Requested for Deferral			\$11,170,591

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... *for your review*

DATE:

April 11, 2006

SUBJECT:

FY 2006 ADOT Freeway/Highway Program in the MAG Region - Proposed Material Cost Increases

SUMMARY:

A.R.S. 28-6353 requires that MAG approve any change in priorities, new projects or changes that would materially increase program costs in the Regional Transportation Plan. The Arizona Department of Transportation (ADOT) has requested cost increases for 12 projects in FY 2006 that meet the "Material Increase" criteria. These increases total approximately \$28.1 million and reflect recent cost increases in right-of-way, construction materials, and overall project bid levels, as well as design considerations. The proposed cost increases can be accommodated within current cash flow by the deferral of other projects, in priority order, the majority of which are not ready for obligation in FY 2006. A listing of the specific projects for which cost increases are being requested for FY 2006 is attached. On April 5, 2006, the MAG Management Committee recommended a total of 12 projects compared to the 11 recommended by the MAG Transportation Review Committee (TRC) on March 23, 2006, due to the inclusion of one additional project that was identified by ADOT after the TRC action.

Other Freeway/Highway Program changes, including projects that are being deferred by one year or more, are being included in the Draft 2007-2011 TIP and will not require a separate action.

PUBLIC INPUT:

At the MAG Transportation Review Committee meeting on March 23, 2006, citizen input was received regarding the need to do a complete job on any transportation improvements the first time, so that later work at the same location is not necessary. Also, it was suggested that construction projects use cement from Arizona Indian Communities and that a penny per dollar tax be added to gasoline to generate additional revenues for transportation improvements. In addition, the need to address development of the CANAMEX Corridor in Maricopa County was identified. At the April 5, 2006 MAG Management Committee meeting, citizen comments were received concerning the need for committed sources of cement for transportation construction projects and that any new transportation revenues should be directed not only at facility improvements but also maintenance. The citizen commented that bus stops need to be covered before park and ride lots and that the numbers for transit facilities as shown in the Annual Transit Report need to be bifurcated.

PROS & CONS:

PROS: ADOT monitors the costs and revenues for the Regional Freeway Program on a regular basis and recommends changes to schedules, scopes and budgets as needed.

CONS: The proposed additional costs on the listed projects may reduce the ability to accommodate other program changes in the future.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: None

POLICY: Life cycle program management is a key element to ensure that the freeway program stays on budget and schedule.

ACTION NEEDED:

Recommend approval of the material cost increases for the 12 projects in FY 2006 as shown in the enclosed material.

PRIOR COMMITTEE ACTIONS:

Management Committee: On April 5, 2006, the MAG Management Committee recommended approval of the material cost increases for the 12 projects identified for FY 2006.

MEMBERS ATTENDING

Ed Beasley, Glendale, Chair	Mike Cartsonis for Darryl Crossman,
Bridget Schwartz-Manock for Jan Dolan,	Litchfield Park
Scottsdale, Vice Chair	Christopher Brady, Mesa
# George Hoffman, Apache Junction	Tom Martinsen, Paradise Valley
Charlie McClendon, Avondale	Terry Ellis, Peoria
Carroll Reynolds, Buckeye	Frank Fairbanks, Phoenix
* Jon Pearson, Carefree	Cynthia Seelhammer, Queen Creek
Usama Abujbarah, Cave Creek	* Bryan Meyers, Salt River Pima-Maricopa
Patrice Kraus for Mark Pentz, Chandler	Indian Community
* B.J. Cornwall, El Mirage	Jim Rumpeltes, Surprise
Alfonso Rodriguez for Orlando Moreno,	Amber Wakeman for Will Manley, Tempe
Fort McDowell Yavapai Nation	* Reyes Medrano, Tolleson
# Tim Pickering, Fountain Hills	* Shane Dille, Wickenburg
* Lynn Farmer, Gila Bend	Mark Fooks, Youngtown
* Gila River Indian Community	Dale Buskirk for Victor Mendez, ADOT
George Pettit, Gilbert	David Smith, Maricopa County
Stephen Cleveland, Goodyear	Bryan Jungwirth for David Boggs,
Mark Johnson, Guadalupe	Valley Metro/RPTA

* Those members neither present nor represented by proxy.

Participated by telephone conference call. + Participated by videoconference call.

Transportation Review Committee: On March 23, 2006, the MAG Transportation Review Committee recommended approval of the material cost increases for the 11 projects in FY 2006.

MEMBERS ATTENDING

Maricopa County: Chris Plumb for Mike	* Litchfield Park: Mike Cartsonis
Ellegood, Chair	Mesa: Jeff Martin for Jim Huling
ADOT: Dan Lance	Paradise Valley: Robert M. Cicarelli
Avondale: David Fitzhugh	Peoria: David Moody
Chandler: Patrice Kraus	Phoenix: Tom Callow
* El Mirage: B.J. Cornwall	Queen Creek: Mark Young
Fountain Hills: Randy Harrel	RPTA: Bryan Jungwirth
* Gila Bend: Lynn Farmer	Scottsdale: Mary O'Connor
Gilbert: Greg Sveland for Tami Ryal	Surprise: Randy Overmyer
Glendale: Terry Johnson	Tempe: Carlos De Leon
Goodyear: Cato Esquivel	* Wickenburg: Shane Dille
Guadalupe: Jim Ricker	Valley Metro Rail: John Farry

EX-OFFICIO MEMBERS ATTENDING

*Regional Bicycle Task Force: Randi Alcott
 *Street Committee: Larry Shobe

ITS Committee: Alan Sanderson
 * Pedestrian Working Group: Eric Iwersen
 * Telecommunications Advisory Group:

* Members neither present nor represented by Proxy + - Attended by Videoconference

CONTACT PERSON:

Eric Anderson, MAG, 602-254-6300.

**ARIZONA DEPARTMENT OF TRANSPORTATION
PROPOSED MAG FY 2006 MATERIAL COST INCREASES**

			Budget (000)					
Route	Phase	Project	From	To	Increase	Other Misc. Changes (Comments)	Item No.	
I-10, PAPAGO AND MARICOPA								
10	RW	Bullard TI	\$1,000	\$4,000	\$3,000	Based on latest cost estimates.	43006	
10	RC	Bullard TI	\$10,000	\$11,000	\$1,000	Based on latest cost estimates. Change funding to Federal from State.	14902	
10	RC	Ray Rd TI	\$4,943	\$6,138	\$1,195	Based on latest cost estimates.	15606	
I-17, BLACK CANYON								
17	RW	Jomax TI	\$8,000	\$8,500	\$500	Based on latest cost estimates.	43306	
17	RC	Jomax / Dixileta TI	\$23,000	\$29,700	\$6,700	Based on latest cost estimates. Combine two projects. Change funding to Federal from State.	40106 & 40206	
US-60, SUPERSTITION								
60	RC	Higley Rd TI	\$1,300	\$4,100	\$2,800	Based on latest cost estimates.	14206	
SR-85								
85	RD/RW/UC	Southern Ave - I-10	\$3,431	\$6,231	\$2,800	Based on latest cost estimates.	20906	
US-93								
93	RW	Wickenburg Bypass	\$2,550	\$10,250	\$7,700	Based on latest cost estimates.	21105	
101L, PIMA								
101	LC	SRP-MIC - Camelback Rd	\$5,750	\$6,550	\$800	Based on latest cost estimates.	82100	
202L, SANTAN								
202	LC	Gilbert Rd - Frye Rd	\$5,000	\$5,500	\$500	Based on latest cost estimates.	80307	
202	LC	Frye Rd - Power Rd	\$5,750	\$6,250	\$500	Based on latest cost estimates.	80707	
202	LC	Power Rd - Elliot Rd	\$3,398	\$4,000	\$602	Based on latest cost estimates.	81906	
				TOTAL:	\$28,097			

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... *for your review*

DATE:

April 11, 2006

SUBJECT:

Request to Advance the Widening of I-10

SUMMARY:

MAG has received a request to accelerate a project that is part of the Freeway Life Cycle program. Goodyear, with the support of Avondale, Buckeye and Litchfield Park, is proposing to advance the widening of I-10 from Loop 101 to the future L303 interchange. With the widening completed, I-10 will have four general purpose lanes and a HOV lane in each direction which matches the lane profile of I-10 east of the L101 interchange. This section of I-10 was identified as a Phase II project in the Regional Transportation Plan. Please see the enclosed memorandum for a more detailed description of the proposal and financial plan.

The advanced schedule for this project, if approved, would be included in the draft MAG FY 2007-2011 Transportation Improvement Program and the Regional Transportation Plan FY 2006 Update that are being developed and presented for consideration in April for the purpose of air quality conformity analysis.

PUBLIC INPUT:

At the April 5, 2006 Management Committee meeting, a citizen urged building the South Mountain Freeway to its full footprint. The citizen expressed appreciation for good planning.

PROS & CONS:

PROS: The proposal to accelerate the widening of I-10 from L101 to the vicinity of the I-10/L303 junction will result in the increased capacity of I-10 which cause a reduction in congestion and fewer accidents.

CONS: The accelerated construction increases the workload for ADOT and uses a portion of the financial capacity.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: Advance construction projects need to be shown in the TIP in the year that they commence. The repayment of the advance construction also needs to be shown in the respective year that repayment is due in the ADOT Life Cycle Program.

POLICY: This request to advance this project is in accord with the MAG Highway Acceleration Policy adopted by the MAG Regional Council in March 2000.

ACTION NEEDED:

Recommend approval of the proposal to accelerate the widening of I-10 from Loop 101 to the vicinity of the I-10/L303 junction in the West Valley and include this project in the draft FY 2007 to FY 2011 Transportation Improvement Program for the purpose of air quality conformity analysis.

PRIOR COMMITTEE ACTIONS:

Management Committee: On April 5, 2006, the Management Committee recommended approval of the Proposal to Accelerate Widening of I-10 from Loop 101 to the vicinity of the I-10/L303 junction in the West Valley and include this project in the draft FY 2007 to FY 2011 Transportation Improvement Program for the purpose of air quality conformity analysis.

MEMBERS ATTENDING

- | | |
|----------------------------------------|------------------------------------------|
| Ed Beasley, Glendale, Chair | Mike Cartsonis for Darryl Crossman, |
| Bridget Schwartz-Manock for Jan Dolan, | Litchfield Park |
| Scottsdale, Vice Chair | Christopher Brady, Mesa |
| # George Hoffman, Apache Junction | Tom Martinsen, Paradise Valley |
| Charlie McClendon, Avondale | Terry Ellis, Peoria |
| Carroll Reynolds, Buckeye | Frank Fairbanks, Phoenix |
| * Jon Pearson, Carefree | Cynthia Seelhammer, Queen Creek |
| Usama Abujbarah, Cave Creek | * Bryan Meyers, Salt River Pima-Maricopa |
| Patrice Kraus for Mark Pentz, Chandler | Indian Community |
| * B.J. Cornwall, El Mirage | Jim Rumpeltes, Surprise |
| Alfonso Rodriguez for Orlando Moreno, | Amber Wakeman for Will Manley, |
| Fort McDowell Yavapai Nation | Tempe |
| # Tim Pickering, Fountain Hills | * Reyes Medrano, Tolleson |
| * Lynn Farmer, Gila Bend | * Shane Dille, Wickenburg |
| * Gila River Indian Community | Mark Fooks, Youngtown |
| George Pettit, Gilbert | Dale Buskirk for Victor Mendez, ADOT |
| Stephen Cleveland, Goodyear | David Smith, Maricopa County |
| Mark Johnson, Guadalupe | Bryan Jungwirth for David Boggs, |
| | Valley Metro/RPTA |

* Those members neither present nor represented by proxy.

Participated by telephone conference call. + Participated by videoconference call.

The request to advance the widening of I-10 was included on the February 23, 2006 Transportation Review Committee agenda for information and discussion.

MEMBERS ATTENDING

- | | |
|--------------------------------------|----------------------------------------|
| Maricopa County: Mike Ellegood, | Mesa: Jim Huling |
| Chairperson | * Paradise Valley: Robert M. Cicarelli |
| ADOT: Dan Lance | Peoria: David Moody |
| Avondale: David Fitzhugh | Phoenix: Don Herp for Tom Callow |
| Chandler: Patrice Kraus | Queen Creek: Mark Young |
| * El Mirage: B.J. Cornwall | RPTA: Bryan Jungwirth |
| Fountain Hills: Randy Harrel | Scottsdale: Dave Meinhardt for |
| * Gila Bend: Lynn Farmer | Mary O'Connor |
| Gilbert: Ken Maruyama for Tami Ryall | Surprise: Randy Overmyer |
| Glendale: Terry Johnson | Tempe: Carlos De Leon |
| Goodyear: Cato Esquivel | * Wickenburg: Shane Dille |
| Guadalupe: Jim Ricker | Valley Metro Rail: John Farry |
| * Litchfield Park: Mike Cartsonis | |

EX-OFFICIO MEMBERS ATTENDING

- | | |
|---------------------------------------------|------------------------------------------|
| *Regional Bicycle Task Force: Randi Alcott, | *Pedestrian Working Group: Eric Iwersen, |
| RPTA | City of Tempe |
| *Street Committee: Larry Shobe, Tempe | *Telecommunications Advisory Group: |
| ITS Committee: Alan Sanderson, City of Mesa | |

CONTACT PERSON:

Eric Anderson, MAG Transportation Director, 602-254-6300.

April 11, 2006

TO: Members of the Transportation Policy Committee

FROM: Eric J. Anderson, MAG Transportation Director

SUBJECT: PROPOSAL TO ACCELERATE THE WIDENING OF INTERSTATE 10

MAG has received a request from Goodyear, with the support of Avondale, Buckeye and Litchfield Park, to accelerate the widening of Interstate 10 from the Loop 101 connection to the vicinity of the future interchange with Loop 303. The widening of this section of I-10 was identified as a Phase II project in the Regional Transportation Plan (FY 2011 to FY 2015). When the widening is completed, I-10 will have four general purpose lanes and an HOV lane in each direction which matches the lane profile of I-10 east of the L101 interchange. In the ADOT Life Cycle Program, the section from L101 to Dysart Road is scheduled for construction in 2014 and the section from Dysart Road to L303 is scheduled for construction in 2011. The Dysart to L303 section comprises two segments. The first segment is from Dysart Road to just east of Sarival Road. The second segment is from just east of Sarival Road to the vicinity of Citrus Road and will include the realignment of I-10 to accommodate the future L303 interchange.

Background

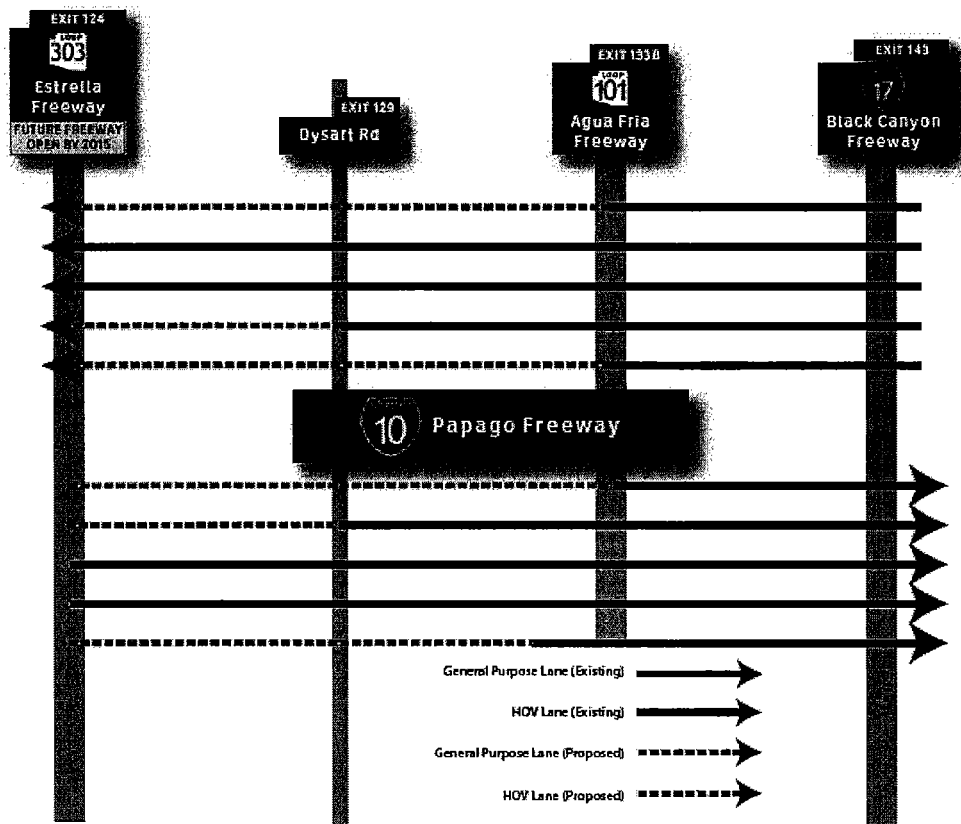
MAG adopted the Highway Acceleration Policy on March 22, 2000 (attached) to provide policy direction and guidance of the advancement of highway projects. The essence of the policy is that a sponsoring jurisdiction can advance a project in the highway program by identifying a financing source and committing to pay for a portion of the interest costs until the financing is paid off. No other project in the program can be affected by the advancement. This means that the sponsoring jurisdiction is responsible for higher than anticipated costs for the project. Furthermore, the MAG policy provides that the payments from the program to repay the financing are subject to the same delays as other projects in the program if program revenues are lower or costs are higher resulting in program delays. In a similar fashion, if revenues are higher or costs are lower, then the entire program could be advanced, including the repayment for the accelerated project.

Description of the Project

Figure 1 provides a graphical representation of the lane configuration for I-10. The proposed project includes the following three elements with the ADOT construction schedule noted for each:

1. I-10: L101 to Dysart Road: Add general purpose lane on the outside and HOV lane in the median. Construction would begin in 2008 rather than 2014 as programmed in the ADOT Life Cycle Program.

Figure I



2. I-10: Dysart Road to 1,700 feet east of Sarival Road: Add general purpose lane on the outside and add a general purpose lane and HOV lane in the median. Construction would begin in 2008 rather than 2011.
3. I-10: 1,700 feet east of Sarival Road to 3,300' east of Citrus Road: realign I-10 for L303 interchange and add a general purpose lane on the outside and add a general purpose lane and HOV lane in the median. Construction would begin in 2009 rather than 2011.

Financial Plan

The estimated cost of the projects being accelerated is \$225.9 million. The maximum bonding level, given the current cost estimates and proposed schedule, is \$215.45 million. Goodyear is using a \$7.4 million HELP loan from ADOT to fund the advancement of the design work for the widening. The balance of the financing for the acceleration is proposed to be from the issuance of Grant Anticipation Notes (GANs) for the construction. GANs are a financing technique that leverages federal highway funds. GANs have been used to advance specific projects, such as the Pecos Road/I-10 Traffic Interchange, and for the advancement of the Proposition 300 program for 2007 completion.

Figure 2 shows the estimated annual GAN capacity available to the MAG region. ADOT has limited to total GAN financing at \$800 million statewide, with \$400 million available to the MAG region. Figure 2 also shows the impact of the proposed I-10 widening financing on the GAN capacity assuming current cost estimates and cash flow requirements. The GAN capacity for the MAG region falls to a low of \$27 million in 2010 but then recovers to more than \$100 million in 2011 and almost \$300 million by 2012.

Figure 2
GAN Capacity Estimates for MAG Region
(Millions of Dollars)

Fiscal Year	Estimated GAN Capacity	Estimated GANs for I-10 Widening	Remaining Capacity
2006	125	0	125
2007	162	0	162
2008	193	75	118
2009	217	30	112
2010	242	110	27
2011	291	-32	108
2012	349	-125	291
2013	400	0	342
2014	400	-58	400
2015	400	0	400

Source: ADOT and MAG, April 8, 2006.

ADOT GAN Capacity = \$800 million

MAG Region Share = \$400 million

As proposed, the sponsoring jurisdiction would be responsible for one-half of the interest costs. Figure 3 shows the estimated total interest costs by year and the local share at the proposed 50 percent reimbursement rate. The remaining portion of the interest expense would be a program cost. These figures assume a five percent interest rate, current cost estimates and projected cash flow requirements for the project.

MAG TIP and Plan

The advanced schedule for this project, if approved, would be included in the draft MAG FY 2007-2011 Transportation Improvement Program and the Regional Transportation Plan FY 2006 Update that are being developed and presented for consideration in April for the purpose of air quality conformity analysis.

Figure 3
Estimated Interest Costs
I-10 Acceleration Proposal

Fiscal Year	Interest Costs	Local Share at 50 %
2007	\$0.23	\$0.11
2008	\$3.74	\$1.87
2009	\$5.17	\$2.59
2010	\$10.77	\$5.39
2011	\$9.20	\$4.60
2012	\$2.83	\$1.42
2013	\$2.49	\$1.25
2014	\$0.42	\$0.21
Total	\$34.85	\$17.43

Source: ADOT and MAG, April 8, 2006.

MAG Highway Acceleration Policy
Adopted by the MAG Regional Council
March 22, 2000

PURPOSE: The completion of the regional freeway program and other state highways is key to the continued economic viability of Maricopa County by improving mobility and reducing levels of future traffic congestion. Regional cooperation is critical for expediting progress toward the goal of completing the regional freeway system and other important regional transportation projects. MAG recognizes that the freeway program must be in fiscal balance and that established priorities must be maintained. MAG recognizes that local jurisdictions may want to accelerate highway projects by providing their financial resources to the freeway program. Acceleration of specific highway projects benefits not only the affected local jurisdiction but also the entire region. To provide another source of financing that allows the acceleration of freeway construction in the region, MAG has adopted this Highway Acceleration Policy to ensure that any local financing is provided in a fiscally prudent manner so that other projects planned are not affected.

1. Projects must be in the adopted Regional Freeway Program, Transportation Improvement Program or the MAG Long Range Transportation Plan. Projects may include right-of-way acquisition, design, or construction.
2. ADOT will continue to be responsible for all aspects of right-of-way acquisition, design and construction.
3. Local funding for enhancements beyond the elements of the Regional Freeway Program or ADOT standards for other highway projects is not eligible for repayment.
4. Repayment for projects outside a jurisdiction's limits should only be approved with the agreement of the jurisdiction in which the project is located.
5. Coordination with adjacent jurisdictions is important to avoid adverse impacts. ADOT must consider the impact of project acceleration on other planned highway projects so that adverse traffic impacts do not result.
6. Any previous commitments to provide local funding for the Life Cycle Program should be maintained.
7. Repayment of principal/project costs and eligible interest/inflation costs for Regional Freeway Program projects must follow the same highway construction priorities and schedule as in the Regional Freeway program.

Repayment of principal/project costs and eligible interest/inflation costs for other highway projects must follow the schedule as listed in the MAG Transportation Improvement Program or the priorities as listed in the MAG Long Range Plan. If the project is not yet prioritized in the MAG Long Range Plan, then MAG and ADOT shall cooperatively determine an appropriate start date for the project taking into consideration the MAG adopted priority criteria, project size, and other factors.

MAG Highway Acceleration Policy
Adopted by the MAG Regional Council
March 22, 2000

8. For Regional Freeway Program projects, eligible interest /inflation costs will be calculated at the rate of one-half of the discount factor used by ADOT for the program year in which the project is scheduled to begin, but not to exceed the total cost of borrowing of the jurisdiction. The total cost of borrowing of the jurisdiction may include actual interest expense, imputed interest cost based on documented market rates if cash balances are used, and costs of issuance, if any. The discount factor shall be the factor applicable to the type of project being accelerated, i.e. right of way, construction or design.

For other highway projects, interest/inflation costs will not be eligible for reimbursement.

9. If program revenues are lower than expected, then the payment schedule should be subject to delays or funding reductions in the same manner as any other project. If program revenues are higher than expected, then the payment schedule should be advanced in the same manner as any other project.
10. No highway project, portion or segment in the adopted Regional Freeway Program, MAG Transportation Improvement Program, or the MAG Long Range Transportation Plan is to be adversely impacted, delayed, reduced or removed as a result of the acceleration of another project, portion or segment. No highway project, portion or segment in the adopted Regional Freeway Program, MAG Transportation Improvement Program, or the MAG Long Range Transportation Plan is to be adversely impacted, delayed, reduced or removed from the adopted Regional Freeway Program with respect to meeting air quality conformity requirements as a result of the acceleration of another project, portion or segment.
11. ADOT will notify MAG of any requests to accelerate highway projects for review and approval by the Regional Council.
12. The agreement between the local jurisdiction and ADOT may include the option of reverting to the original project schedule under certain circumstances as long as all non-recoverable costs incurred or committed are paid for by the jurisdiction.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... *for your review*

DATE:

April 11, 2006

SUBJECT:

FY 2006 MAG Mid-Phase Public Input Opportunity

SUMMARY:

The Mid-Phase Public Input Opportunity is one part of MAG's four-phase public involvement process. The mid-phase allows for initial plan analysis prior to the approval of a Draft TIP or Plan update. The FY 2006 Mid-Phase Public Input Opportunity included a Joint Transportation Open House and Public Hearing, as well as a number of other special events held in cooperation with the Arizona Department of Transportation (ADOT), Valley Metro/Regional Public Transportation Authority and METRO.

During the FY 2006 Mid-Phase Public Input Opportunity, MAG and the above partnering agencies participated in and cosponsored events from February through March. Various forums for input were used. MAG received public comment at the Martin Luther King Day Celebration, Black History Festival and African-American Day at the State Legislature. In addition, MAG co-hosted a Joint Transportation Open House and Public Hearing with ADOT, the Citizens Transportation Oversight Committee, Valley Metro and METRO. Staff from all of the agencies provided information, responded to comments and answered questions.

PUBLIC INPUT:

Input received throughout the Mid-Phase Input Opportunity from February through March is included in the attached FY 2006 Mid-Phase Input Opportunity Report. A citizen commented at Management Committee that: there wasn't a quorum of MAG mayors at the Joint Transportation Public Hearing; the City of Phoenix was not present; documents submitted were not included in the Mid-Phase Report; names of people listed in the public hearing transcript were not present; and that there's not enough public outreach being done. A presentation summarizing input will be provided.

PROS & CONS:

PROS: The FY 2006 Mid-Phase Public Input Opportunity provides an opportunity for the public to provide comment on transportation plans and programs prior to approval by MAG policy committees, in accordance with federal law. The input process also provides information regarding the meeting process, content, and results to participants, staff, decision makers, federal agencies and other interested parties.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: This input will be considered in the development of the FY 2007-2011 Transportation Improvement Program.

POLICY: MAG adopted an expanded public involvement process for the annual update of MAG transportation plans and programs, in accordance with the Transportation Equity Act for the 21st Century (TEA-21). The public involvement process is divided into four phases: early input, mid-phase, final phase

and continuous involvement. The mid-phase process fulfills both the federal requirements and MAG policy, while the report conveys these results to policymakers.

ACTION NEEDED:

Information and discussion.

PRIOR COMMITTEE ACTIONS:

This item was on the April 5, 2006 Management Committee agenda for information and discussion.

MEMBERS ATTENDING

Ed Beasley, Glendale, Chair	Mike Cartsonis for Darryl Crossman,
Bridget Schwartz-Manock for Jan Dolan,	Litchfield Park
Scottsdale, Vice Chair	Christopher Brady, Mesa
# George Hoffman, Apache Junction	Tom Martinsen, Paradise Valley
Charlie McClendon, Avondale	Terry Ellis, Peoria
Carroll Reynolds, Buckeye	Frank Fairbanks, Phoenix
* Jon Pearson, Carefree	Cynthia Seelhammer, Queen Creek
Usama Abujbarah, Cave Creek	* Bryan Meyers, Salt River Pima-Maricopa
Patrice Kraus for Mark Pentz, Chandler	Indian Community
* B.J. Cornwall, El Mirage	Jim Rumpeltes, Surprise
Alfonso Rodriguez for Orlando Moreno,	Amber Wakeman for Will Manley,
Fort McDowell Yavapai Nation	Tempe
# Tim Pickering, Fountain Hills	* Reyes Medrano, Tolleson
* Lynn Farmer, Gila Bend	* Shane Dille, Wickenburg
* Gila River Indian Community	Mark Fooks, Youngtown
George Pettit, Gilbert	Dale Buskirk for Victor Mendez, ADOT
Stephen Cleveland, Goodyear	David Smith, Maricopa County
Mark Johnson, Guadalupe	Bryan Jungwirth for David Boggs,
	Valley Metro/RPTA

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+ Participated by videoconference call.

CONTACT PERSON:

Jason Stephens, MAG Public Involvement Planner, or Kelly Taft, MAG Communications Manager, (602) 254-6300.

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

April 11, 2006

SUBJECT:

Approval of the Draft FY 2007-2011 MAG Transportation Improvement Program for an Air Quality Conformity Analysis

SUMMARY:

The 1990 Clean Air Act Amendments require that the MAG Transportation Improvement Program (TIP) be in conformance with the applicable air quality plans. The TIP serves as a five-year regional guide for the preservation, management and expansion of public transportation services, including highways, ridesharing, transit facilities and various congestion mitigation and air quality improvement projects.

The Draft FY 2007-2011 TIP contains all of the major elements of the first phase of the Regional Transportation Plan (RTP), plus an additional year (2011). All MAG member agencies have been consulted regarding projects and these changes have been incorporated in the draft document, including some new locally and privately funded projects. The draft TIP contains more than 1,200 transportation projects, totals almost \$6.3 billion and identifies Federally funded projects, ADOT projects, transit projects (including light rail), and all regionally significant projects within the region. Members will be asked to recommend approval of the program to undergo an air quality conformity analysis process. On March 23, 2006, the Transportation Review Committee (TRC) recommended approving the Draft TIP (Listing of Projects), together with projects shown on the first two Errata Sheets. On April 5, 2006, the Management Committee also recommended a similar approval, except they also included project changes displayed on Errata Sheet 07-03. A copy of the updated Draft 07-11 TIP (Listing of Projects) (including changes shown in the first three Errata Sheets) is attached, together with a list of ADOT projects that are being deferred from FY 2006 to FY 2007 and any new projects being added on Errata Sheet 07-04.

PUBLIC INPUT:

The Draft FY 2007-2011 MAG TIP has been developed as a continuation of the process used to update the Long Range Plan. The public involvement process for the development of the TIP is summarized in the FY 2006 Mid Phase Input Opportunity Report, which is being considered as a separate agenda item. At the MAG Transportation Review Committee meeting on March 23, 2006, citizen input was received regarding the need to do a complete job on any transportation improvements the first time, so that later work at the same location is not necessary. Also, it was suggested that construction projects use cement from Arizona Indian Communities and that a penny per dollar tax be added to gasoline to generate additional revenues for transportation improvements. At the April 5, 2006 Management Committee meeting, a citizen commented that MAG did not have a quorum at the public hearing and that no one from Phoenix attended. The citizen commented that a question was raised to MAG staff by another citizen that light rail projects did not have CMAQ scores. The citizen expressed concern about the bus facility on I-10 and Deck Park Tunnel not being completed even though it was planned in 1986, the length of time buses are allowed to idle, and that light rail was only going to the Metrocenter area and not to Metrocenter itself.

PROS & CONS:

PROS: Approval of this item will allow the projects included in the TIP to undergo a conformity analysis and continue the process to enable them to be implemented. If this item is not approved, most of the projects that are not included in the previous TIP will remain invalid projects and will not be eligible for construction or for using federal funds.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The TIP needs to undergo a conformity analysis for air quality purposes prior to being formally approved by the Regional Council and the Governor. The conformity analysis and the federally funded program also need to be reviewed and approved by federal officials.

POLICY: Projects included in the TIP have been developed in accord with MAG policies regarding the RTP, Freeways (including High Occupancy Vehicle Lanes), Transit (including Light Rail), the Arterial Program, Transportation Control Measures and Transportation Demand Management. Approval of the TIP for a conformity analysis implies approval of the projects contained within the TIP, including agreeing that the allocation of federal funds is appropriate, and agreement that these projects should proceed.

ACTION NEEDED:

Recommend approval of the Draft FY 2007-2011 MAG Transportation Improvement Program for an air quality conformity analysis.

PRIOR COMMITTEE ACTIONS:

Management Committee: On April 5, 2006, the Management Committee recommended approval of the Draft FY 2007-2011 MAG Transportation Improvement Program for an air quality conformity analysis.

MEMBERS ATTENDING

Ed Beasley, Glendale, Chair
Bridget Schwartz-Manock for Jan Dolan,
Scottsdale, Vice Chair
#George Hoffman, Apache Junction
Charlie McClendon, Avondale
Carroll Reynolds, Buckeye
* Jon Pearson, Carefree
Usama Abujbarah, Cave Creek
Patrice Kraus for Mark Pentz, Chandler
* B.J. Cornwall, El Mirage
Alfonso Rodriguez for Orlando Moreno, Fort
McDowell Yavapai Nation
#Tim Pickering, Fountain Hills
* Lynn Farmer, Gila Bend
* Gila River Indian Community
George Pettit, Gilbert
Stephen Cleveland, Goodyear
Mark Johnson, Guadalupe

Mike Cartsonis for Darryl Crossman,
Litchfield Park
Christopher Brady, Mesa
Tom Martinsen, Paradise Valley
Terry Ellis, Peoria
Frank Fairbanks, Phoenix
Cynthia Seelhammer, Queen Creek
* Bryan Meyers, Salt River Pima-Maricopa
Indian Community
Jim Rumpeltes, Surprise
Amber Wakeman for Will Manley, Tempe
* Reyes Medrano, Tolleson
* Shane Dille, Wickenburg
Mark Fooks, Youngtown
Dale Buskirk for Victor Mendez, ADOT
David Smith, Maricopa County
Bryan Jungwirth for David Boggs,
Valley Metro/RPTA

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+Participated by videoconference call.

Transportation Review Committee: On March 23, 2006, the TRC unanimously recommended the Draft FY 2007-2011 MAG TIP, including changes presented on Errata Sheet 07-02, for an air quality conformity analysis.

MEMBERS ATTENDING

Phoenix: Tom Callow, Acting Chairman	Maricopa County: Chris Plumb for Mike Ellegood
ADOT: Dan Lance	Mesa: Jeff Martin
Avondale: David Fitzhugh	Paradise Valley: Robert M. Cicarelli
Chandler: Patrice Kraus	Peoria: David Moody
* El Mirage: B.J. Cornwall	Queen Creek: Mark Young
Fountain Hills: Randy Harrel	RPTA: Bryan Jungwirth
* Gila Bend: Lynn Farmer	Scottsdale: Mary O'Connor
Gilbert: Greg Sveland for Tami Ryall	* Surprise: Randy Overmyer
Glendale: Terry Johnson	Tempe: Carlos De Leon
Goodyear: Cato Esquivel	Valley Metro Rail: John Farry
Guadalupe: Jim Ricker	* Wickenburg: Shane Dille
Litchfield Park: Mike Cartsonis	

EX-OFFICIO MEMBERS ATTENDING

* Regional Bicycle Task Force: Randi Alcott, RPTA	* ITS Committee: Alan Sanderson, Mesa
* Street Committee: Darryl Crossman, Litchfield Park	* Pedestrian Working Group: Eric Iwersen, Tempe
	* Telecommunications Advisory Group:

* Those members neither present nor represented by proxy.

CONTACT PERSON:

Paul Ward or Stephen Tate, (602) 254-6300.

STATUS: Advanced

ID#	FY	Agency	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Errata Reason
CHN410-08AD	2007	Chandler	Gilbert Rd: Loop 202 (Santan Fwy) to Queen Creek Rd	Advance design roadway widening for repayment in 2022	1.30	4	6	Local	1,065,000	0	0	1,065,000	Project status changed from No Change to Advanced from 2008 to 2007
CHN410-09ARW	2007	Chandler	Gilbert Rd: Loop 202 (Santan Fwy) to Queen Creek Rd	Advance acquire right of way for roadway widening for repayment in 2022	1.30	4	6	Local	2,900,000	0	0	2,900,000	Project status changed from No Change to Advanced from 2009 to 2007
CHN410-10AC	2008	Chandler	Gilbert Rd: Loop 202 (Santan Fwy) to Queen Creek Rd	Advance construct roadway widening for repayment in 2022	1.30	4	6	Local	7,100,000	0	0	7,100,000	Project status changed from No Change to Advanced from 2010 to 2008

STATUS: Deferred

ID#	FY	Agency	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Errata Reason
CHN110-07D	2008	Chandler	Chandler Blvd at Alma School Rd	Design intersection improvement	1.00	4	6	RARF	379,000	0	320,000	699,000	Project status changed from No Change to Deferred from 2007 to 2008
CHN110-08RW	2009	Chandler	Chandler Blvd at Alma School Rd	Acquire right of way for intersection improvement	1.00	4	6	RARF	941,000	0	859,000	1,800,000	Project status changed from No Change to Deferred from 2008 to 2009
CHN110-09C	2010	Chandler	Chandler Blvd at Alma School Rd	Construct intersection improvement	1.00	4	6	RARF	2,488,000	0	2,172,000	4,660,000	Project status changed from No Change to Deferred from 2009 to 2010
CHN120-06RW	2007	Chandler	Chandler Blvd at Dobson Rd	Acquire right of way for intersection improvement	1.00	4	6	RARF	1,078,000	0	1,222,000	2,300,000	Project status changed from Underway to Deferred from 2006 to 2007 and regional funds increased from \$1,028,000 to \$1,222,000

STATUS: Deferred

ID#	FY	Agency	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Errata Reason
CHN210-07C	2008	Chandler	Chandler Blvd at Dobson Rd	Construct intersection improvement	1.00	4	6	RARF	2,626,000	0	2,074,000	4,700,000	Project status changed from Underway to Deferred from 2007 to 2008

STATUS: Deleted

ID#	FY	Agency	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Errata Reason
CHN210-09AD	2009	Chandler	Arizona Ave: Ocotillo Rd to Hunt Hwy	Advance design roadway widening for repayment in 2011	3.00	4	6	Local	482,724	0	0	482,724	Advance design project deleted (replaced by straight design in 2011)
CHN210-09ADX	2011	Chandler	Arizona Ave: Ocotillo Rd to Hunt Hwy	Repayment of design for roadway widening advance designed in 2009	3.00	4	6	RARF	0	0	338,000	338,000	Repayment project deleted (replaced by straight design in 2011)
CHN210-09ARWX	2011	Chandler	Arizona Ave: Ocotillo Rd to Hunt Hwy	Repayment of right of way acquisition for roadway widening advance acquired in 2010	3.00	4	6	RARF	0	0	1,763,000	1,763,000	Project deleted from TIP (deferred to 2012)
CHN210-11C	2011	Chandler	Arizona Ave: Ocotillo Rd to Hunt Hwy	Construct roadway widening	3.00	4	6	RARF	6,187,000	0	3,413,000	9,600,000	Project deleted from TIP (deferred to 2012)
CHN210-99ARW	2010	Chandler	Arizona Ave: Ocotillo Rd to Hunt Hwy	Advance acquire right of way for roadway widening for repayment in 2011	3.00	4	6	Local	2,865,000	0	0	2,865,000	Project deleted from TIP (deferred to 2012 and changed to straight acquisition)

STATUS: New

ID#	FY	Agency	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Errata Reason
CHN210-09D	2011	Chandler	Arizona Ave: Ocotillo Rd to Hunt Hwy	Design roadway widening	3.00	4	6	RARF	144,724	0	338,000	482,724	New project added to 2004 (replaces advance design in 2009 and repayment in 2011)

STATUS: No Change

ID#	FY	Agency	Location	Type of Work	Miles	Lanes Before	Lanes After	Fund Type	Local Cost	Federal Cost	Regional Cost	Total Cost	Errata Reason
CHN240-10ARW	2010	Chandler	Queen Creek Rd: McQueen Rd to Lindsay Rd	Advance acquire right of way for roadway widening for repayment in 2012	3.00	4	6	Local	5,200,000	0	0	5,200,000	Project status changed from No Change to Advanced from 2010 to 2009

**ARIZONA DEPARTMENT OF TRANSPORTATION
PROPOSED DEFERRALS FROM FY 2006 TO FY 2007 OR LATER**

Route	Phase	Project	Fiscal Year		Budget (000)			Other Misc. Changes (Comments)	Item No.
			From	To	From	To	Change		
10	RW	40th St - Baseline Rd	06	07	\$5,000	\$5,000	\$0	Based on expected duration of study, this R/W project will not be ready in FY06.	17206
10	RD	40th St - Baseline Rd	06	07	\$5,775	\$5,775	\$0	Based on expected duration of study, this design project will not be ready in FY06.	40006
17	Drainage	Greenway Rd / Thunderbird Rd	06	07	\$4,000	\$8,000	\$4,000	Based on latest cost estimates. Delay project to balance cashflow.	12506
17	RC	Deer Valley TI	06	None	\$1,911	\$0	(\$1,911)	Work is not needed.	15905
85	RC	MP 139.01 - MP 141.71	06	07	\$18,878	\$18,878	\$0	Due to RW issues, this project can not be advertised in FY06.	15104
93	RC	Wickenburg Bypass	06	07	\$24,000	\$26,800	\$2,800	Based on latest cost estimates. Need additional time to coordinate with Maricopa County Flood Control District.	13606
101	RC	64th St TI	06	07	\$18,000	\$23,000	\$5,000	Based on latest cost estimates. Design will not be ready for bid in FY06 due to cultural resource review issue. Change funding to Federal from State.	20404
153	LD	Superior Ave - University Dr	06	08	\$60	\$60	\$0	To align with construction schedule. Transfer to RTP funding	82506
303	RD/RW	I-10 - US60, Grand Ave	06	06/07	\$10,000	\$5,000	(\$5,000)	Leave \$5M for RW in FY06 and move \$5M to FY07. DCR not completed in time for FY06 design.	40906
SW	MISC	Asphalt Rubber Noise Mitigation (FY06)	06	06/07	\$11,500	\$5,222	(\$6,278)	Obligated \$6,278K of RTP funds in FY06 and move \$5,222K to FY07. Delay Quiet Pavement #7 project to balance cashflow.	41506
						TOTAL:	(\$1,389)		

**ARIZONA DEPARTMENT OF TRANSPORTATION
PROPOSED NEW PROJECTS IN THE MAG REGION FYS 2007-2011**

Route	Location	Phase	Description	Approx. Cost	FY
10	303L - Dysart Rd	Construction	Construct HOV/GPL	\$84,000,000	2011
10	SR51 - 40th St, CD Road	Construction	Construct CD Road	\$120,000,000	2011
10	Reliever	R/W	R/W Protection	\$5,000,000	2011
17	303L, Estrella - 202L, South Mountain (R/W Protection)	Design	Design FMS	\$770,000	2011
17	Arizona Canal - 101L	Design	Design FMS	\$880,000	2011
51	101L - Carefree Highway	Design	Design FMS	\$220,000	2011
60	Bell Rd - 101L	Design	Design TI	\$400,000	2011
60	Supersition fwy	Design	Design TI	\$1,000,000	2011
74	US60, Grand - 303L, Estrella (R/W Protection)	R/W	R/W Protection	\$2,600,000	2011
101	Beardsley Rd	Design	Construct HOV	\$660,000	2011
101	Tatum Blvd - Princess Dr	Construction	Design FMS	\$190,000,000	2011
101	I-17 - SR51	Design	R/W acquisition	\$80,000,000	2011
101	SR51 - Princess Dr	Design	Design GPL	\$1,430,000	2011
202	South Mountain Fwy	Construction	Design FMS	\$550,000	2011
202	South Mountain Fwy	R/W	Design HOV/Ramp	\$4,000,000	2011
202	Red Mountain Fwy	Design	Construct new freeway	\$150,000,000	2011
202	Santan Fwy	Design	Noise Mitigation Projects	\$1,000,000	2011
202	Santan Fwy	Design	Preliminary Engineering, Management Consultants	\$13,000,000	2011
303	Estrella Fwy	Construction	Preliminary Engineering, ADOT Staff	\$1,200,000	2011
999	Systemwide	Construction			
999	Systemwide	Design			
999	Systemwide	Admin			

**ARIZONA DEPARTMENT OF TRANSPORTATION
PROPOSED NEW PROJECTS IN THE MAG REGION FYS 2007-2011**

Route	Location	Phase	Description	Approx. Cost	FY
999	Systemwide	Design	Design Change Orders	\$3,000,000	2011
999	Systemwide	Admin	Risk Management Indemnification	\$2,500,000	2011
999	Systemwide	R/W	R/W Advance Acquisition	\$5,000,000	2011
999	Systemwide	R/W	R/W Plans & Titles	\$2,500,000	2011
999	Systemwide	R/W	R/W Property Management	\$500,000	2011
999	Systemwide	Maint	Maintenance (Landscape, litter & sweep)	\$13,000,000	2011
999	Systemwide	Design/Construction	Freeway Management System Projects	\$3,370,000	2011
999	Systemwide	Misc	Freeway Service Patrols	\$876,000	2011
			NEW FY 2011 PROJECTS TOTAL:	\$714,226,000	
NEW TRAFFIC INTERCHANGES					
10	Bullard Avenue		Construct New Traffic Interchange	\$6,000,000	2006
17	Jomax Road		Construct New Traffic Interchange	\$10,000,000	
17	Lone Mountain Road		Construct New Traffic Interchange	\$10,000,000	
17	Dove Valley Road		Construct New Traffic Interchange	\$10,000,000	
60	Lindsay Road		Construct New Traffic Interchange	\$4,500,000	
101	Bethany Home Road		Construct New Traffic Interchange	\$5,500,000	
101	Union Hills Drive/Beardsley Rd.		Construct New Traffic Interchange	\$5,500,000	
101	Black Mountain Parkway		Construct New Traffic Interchange	\$28,000,000	
101	64th Street		Construct New Traffic Interchange	\$10,000,000	
			NEW TRAFFIC INTERCHANGE PROJECTS TOTAL:	\$89,500,000	

**ARIZONA DEPARTMENT OF TRANSPORTATION
PROPOSED NEW PROJECTS IN THE MAG REGION FYS 2007-2011**

Route		Location	Phase	Description	Approx. Cost	FY
PROPOSED ADOT FMS PROJECTS						
101	Pima Fwy	Red Mountain T1 (202L) - 90th Street		Construct FMS	\$9,900,000	2007
17		Peoria - Deer Valley		Design FMS	\$580,000	2008
101	and 202	202L-90th St. & 101L-SR87		Design FMS	\$1,160,000	2008
17		Peoria - Deer Valley		Construct FMS	\$7,500,000	2009
101	and 202	202L-90th St. & 101L-SR87		Construct FMS	\$15,400,000	2009
101	Price Fwy	Guadalupe Rd. - Chandler Blvd		Design FMS	\$500,000	2009
101	Price Fwy	Guadalupe Rd. - Chandler Blvd		Construct FMS	\$6,600,000	2010
51	and 101	Bell - 101L & I-17-Scottsdale		Design FMS	\$1,100,000	2010
51	and 101	Bell - 101L & I-17-Scottsdale		Construct FMS	\$13,500,000	2010
10		Chandler Blvd - Queen Creek		Design FMS	\$400,000	
10		Chandler Blvd - Queen Creek		Construct FMS	\$4,800,000	
17		Deer Valley - Happy Valley		Design FMS	\$170,000	
17		Deer Valley - Happy Valley		Construct FMS	\$2,100,000	
60		Power - Idaho		Design FMS	\$700,000	
60		Power - Idaho		Construct FMS	\$9,600,000	
10	and 101	99th Ave-83rd Ave & I-10 - Grand Ave		Design FMS	\$950,000	
10	and 101	99th Ave-83rd Ave & I-10 - Grand Ave		Construct FMS	\$12,600,000	
101	Agua Fria Fwy	Grand Ave - I-17		Design FMS	\$1,100,000	
101	Agua Fria Fwy	Grand Ave - I-17		Construct FMS	\$15,600,000	
202	Santan Fwy	Gilbert - I-10		Design FMS	\$900,000	

**ARIZONA DEPARTMENT OF TRANSPORTATION
PROPOSED NEW PROJECTS IN THE MAG REGION FYS 2007-2011**

Route	Location	Phase	Description	Approx. Cost	FY
202	Santan Fwy Gilbert - I-10		Construct FMS	\$13,200,000	
202	Santan Fwy SR 87 - Power		Design FMS	\$850,000	
202	Santan Fwy SR 87 - Power		Construct FMS	\$11,400,000	
NEW FMS PROJECTS TOTAL:				\$130,610,000	

MARICOPA ASSOCIATION OF GOVERNMENTS

INFORMATION SUMMARY... for your review

DATE:

April 11, 2006

SUBJECT:

Approval of the Draft MAG Regional Transportation Plan - 2006 Update for an Air Quality Conformity Analysis

SUMMARY:

The 1990 Clean Air Act Amendments require that transportation plans and programs be in conformance with applicable air quality plans. To comply with this requirement, an air quality conformity analysis of the Draft MAG Regional Transportation Plan - 2006 Update needs to be conducted prior to consideration of the Plan for final approval.

The major new items in the 2006 Update are revised revenue estimates, and inclusion of the life cycle programs for freeways/highways, arterial streets, and transit. The life cycle programs are consistent with the project priorities originally identified in the RTP, and provide a detailed listing of project scheduling and funding by year. These programs would replace the project phases and costs that were originally presented in the RTP. Inclusion of the life cycle programs in the RTP will facilitate progress monitoring and establish a basis for future decision-making regarding possible program adjustments.

A recommendation to proceed with the air quality conformity analysis of the Draft 2006 RTP Update is being requested under this agenda item. Please refer to the enclosed material or the MAG website at <http://www.mag.maricopa.gov/detail.cms?item=5836>.

PUBLIC INPUT:

The results of early and mid-phase public input meetings for the Draft 2006 RTP Update and Draft FY 2007-2011 TIP are presented in the FY 2006 Early Phase Input Opportunity Report and the FY 2006 Mid-Phase Input Opportunity Report. An opportunity for input also occurred at the MAG Transportation Review Committee meetings on February 23, 2006 and March 23, 2006. At these meetings, citizen input was received regarding the need to expand the regional bus grid to provide service throughout Maricopa County, especially in the East Valley and the far West Valley. It was suggested that Bus Rapid Transit be extended to areas such as Carefree and Cave Creek. Comments were also received concerning the desire for better outreach and notification on public meetings and workshops addressing the RTP and TIP. In addition, it was stated that a penny per dollar tax should be added to gasoline to generate additional revenues for transportation improvements, which should focus on arterial street projects. At the April 5, 2006 MAG Management Committee meeting, citizen comments were received concerning the need for consistent information in transit planning reports and the need to specify if funding for bus stop improvements will also be applied to any light rail locations. Also, input was received regarding the desire to have bus stops shelters installed before funds are expended on providing covered parking for transit users.

PROS & CONS:

PROS: The RTP is a federal requirement. Approval of this Update incorporates the latest information and helps continue the region's eligibility for federal funds.

CONS: None.

TECHNICAL & POLICY IMPLICATIONS:

TECHNICAL: The Update ensures consistency between the TIP and Plan for purposes of conformity analysis.

POLICY: Inclusion of the life cycle programs in the RTP will facilitate progress monitoring and assist in the decision-making process regarding possible adjustments to project scopes and priorities.

ACTION NEEDED:

Recommend the Draft MAG Regional Transportation Plan (RTP) - 2006 Update for air quality conformity analysis.

PRIOR COMMITTEE ACTIONS:

Management Committee: On April 5, 2006, the MAG Management Committee recommended the Draft MAG Regional Transportation Plan - 2006 Update for air quality conformity analysis.

MEMBERS ATTENDING

- | | |
|----------------------------------------|------------------------------------------|
| Ed Beasley, Glendale, Chair | Mike Cartsonis for Darryl Crossman, |
| Bridget Schwartz-Manock for Jan Dolan, | Litchfield Park |
| Scottsdale, Vice Chair | Christopher Brady, Mesa |
| # George Hoffman, Apache Junction | Tom Martinsen, Paradise Valley |
| Charlie McClendon, Avondale | Terry Ellis, Peoria |
| Carroll Reynolds, Buckeye | Frank Fairbanks, Phoenix |
| * Jon Pearson, Carefree | Cynthia Seelhammer, Queen Creek |
| Usama Abujbarah, Cave Creek | * Bryan Meyers, Salt River Pima-Maricopa |
| Patrice Kraus for Mark Pentz, Chandler | Indian Community |
| * B.J. Cornwall, El Mirage | Jim Rumpeltes, Surprise |
| Alfonso Rodriguez for Orlando Moreno, | Amber Wakeman for Will Manley, |
| Fort McDowell Yavapai Nation | Tempe |
| # Tim Pickering, Fountain Hills | * Reyes Medrano, Tolleson |
| * Lynn Farmer, Gila Bend | * Shane Dille, Wickenburg |
| * Gila River Indian Community | Mark Fooks, Youngtown |
| George Pettit, Gilbert | Dale Buskirk for Victor Mendez, ADOT |
| Stephen Cleveland, Goodyear | David Smith, Maricopa County |
| Mark Johnson, Guadalupe | Bryan Jungwirth for David Boggs, |
| | Valley Metro/RPTA |

* Those members neither present nor represented by proxy.

Participated by telephone conference call.

+ Participated by videoconference call.

Transportation Review Committee: On March 23, 2006, the MAG Transportation Review Committee recommended the Draft MAG Regional Transportation Plan - 2006 Update for air quality conformity analysis.

MEMBERS ATTENDING

Maricopa County: Chris Plumb for Mike
Ellegood, Chairperson
ADOT: Dan Lance
Avondale: David Fitzhugh

Chandler: Patrice Kraus
* El Mirage: B.J. Cornwall
Fountain Hills: Randy Harrel
* Gila Bend: Lynn Farmer

Gilbert: Greg Sveland for Tami Ryall
Glendale: Terry Johnson
Goodyear: Cato Esquivel
Guadalupe: Jim Ricker
* Litchfield Park: Mike Cartsonis
* Mesa: Jeff Martin for Jim Huling
Paradise Valley: Robert M. Cicarelli
Peoria: David Moody

EX-OFFICIO MEMBERS ATTENDING

- * Regional Bicycle Task Force: Randi Alcott, RPTA
- * Street Committee: Larry Shobe, City of Tempe
- * Members neither present nor represented by Proxy

CONTACT PERSON:

Roger Herzog, MAG, 602-254-6300.

Phoenix: Tom Callow
Queen Creek: Mark Young
RPTA: Bryan Jungwirth
Scottsdale: Mary O'Connor
Surprise: Randy Overmyer -
Tempe: Carlos De Leon
* Wickenburg: Shane Dille
Valley Metro Rail: John Farry

- ITS Committee: Alan Sanderson
- * Pedestrian Working Group: Eric Iwersen, City of Tempe
- * Telecommunications Advisory Group:

+ - Attended by Videoconference

TIME/DAY WITH THE LOWEST NUMBER IS MOST ADVANTAGEOUS TO MEMBERS' SCHEDULES

W 4p	1
W 3p	5
W 2p	5
W 5p	6
M 4p	8
T 10a	8
T 3p	8
T 4p	8
T 9a	8
Th 4p	8
Th 10a	9
Th 11a	9
Th 5p	9
W 11a	9
W 1p	9
F 10a	10
F 11a	10
M 10a	10
M 11a	10
M 2p	10
M 3p	10
M 5p	10
T 11a	10
T 2p	10
T 5p	10
Th 3p	10
Th 8a	10
Th 9a	10
W 10a	10
W 12p	10
W 9a	10
F 12p	11
F 9a	11
M 12p	11
M 1p	11
M 8a	11
M 9a	11
T 12p	11
T 1p	11
Th 2p	11
F 1p	12
F 4p	12
F 8a	12
T 8a	12
Th 12p	12
Th 1p	12
W 8a	12
F 5p	13
F 2p	14
F 3p	14

MAG Related Bills
BILL SUMMARY
 (47th Legislature – 2nd Regular Session)
Updated: April 10, 2006

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Land Use Regulation; Compensation	SCR 1019 (As Amended)	Bee, Bennett, Burns R, Jarrett, & Tibshraeny	<p><i>LAND USE; COMPENSATION; & EMINENT DOMAIN</i></p> <p>The Strike Everything Amendment to SCR 1019 proposes a ballot measure that, among other things, would require governments to compensate property owners for every zoning or land use decision they make.</p> <p>If passed the law would freeze current zoning, preventing government from responding to future community concerns.</p> <p>Examples of actions that could trigger lawsuits and payment from government:</p> <ul style="list-style-type: none"> • Approval or disapproval of historic overlay zoning; • Change in residential density; • Change from commercial, residential or industrial use; • Approval or disapproval of building height limits; • Approval or disapproval of neighborhood-developed special planning districts; • Approval or disapproval of liquor licenses; • Regulation of business hours or building design; • Enforcement or enactment of neighborhood preservation codes; and • Virtually any other land use regulation. <p>Furthermore, the law will provide a right to compensation when the zoning authority takes <u>no</u> action, as long as the owner can show that inaction reduces the value of his property.</p>	SENATE FIRST READ: 01/26/06 SECOND READ: 02/01/06 TRANS: DPA/SE 02/16/06 RULES: PFCA 2/22/06 COW: DPA 3/22/06 THIRD READING: 3/22/06 Sent to House: 3/22/06 HOUSE FIRST READING: 3/22/06 SECOND READING: 3/27/06 Assigned: FMPR: DPA 3/27/06 RULES:	Oppose

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Takings; Public Use; Juries; Fees	SCR 1002	Blendu Bee Burns R Martin Flake Gould Gray L Harper Huppenthal Verschoor Weiers JP	<p>Would propose for the 2006 general election ballot a constitutional amendment granting any party the right to request a jury trial to determine whether or not the taking of the property is intended for public use. Additional amendment changed the legislation to ensure that the proposal only applies to cities.</p> <p>Concerns: By allowing "any affected party" to appeal, the set of possible appeals and the dynamics of the appeal process increase by orders of magnitude.</p> <p>A Strike Everything amendment was passed in the House FMPR Committee that would propose for the 2006 general election ballot a constitutional amendment that does the following:</p> <ul style="list-style-type: none"> • Stipulates that the EEC must determine the estimated State General Fund revenues by February 1 for the next Fiscal Year (FY). • Establishes that the Legislature and the Governor must enact the state budget and all other matters relating to the state budget by April 15 for the following FY. • Mandates that except for any other law relating to an increase in state agency or department budgets, if the Legislature and the Governor do not enact the state budget and all other matters relating to it by April 15, the budget that was adopted in the previous FY will be the budget for the next FY except that the amount for each state agency or department for the next FY must be increased or decreased by the lesser of: <ol style="list-style-type: none"> 1. The combined positive or negative percentage change for the most recent available twelve-month period in the population and the cost of living. 2. The increase or decrease in State General Fund revenues as determined by the EEC. • Declares that the amount of one-time appropriations of monies for state programs must not be included in the base of state entities for purposes of the calculation. • Permits the Legislature to adjust state entity budgets based on changes in the revenues estimated by the EEC. 	SENATE FIRST READ: 01/11/06 SECOND READ: 01/12/06 Assigned: JUD: DPA 1/23/06 RULES: PFC 1/30/06 COW: DPA 2/02/06 Sent to House 2/09/06 HOUSE FIRST READING: 2/20/06 SECOND READING: 2/21/06 Assigned: FMPR: DPA/SE 3/14/06 RULES:	Oppose

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Eminent Domain; Presumption	HCR 2002	Gray C Borges Pearce	<p>States that the use of eminent domain by the state, a political subdivision of the state or a person creates a presumption that the taking is for a private use. The burden would rest with the state, political subdivision or person exercising eminent domain to establish by clear and convincing evidence facts rebutting the presumption.</p> <p>Concerns: The proposed language is tantamount to alleging that the condemning authority is attempting to perpetrate a fraud on the court in every condemnation action that it files. Ordinarily, in pleadings filed with the court, the condemning authority alleges, as required by law that the taking is for a public purpose. A presumption that the taking is actually for a private purpose seems to accuse the condemning authority of being untruthful in every condemnation pleading it files.</p> <p>On March 27, 2006 a Strike Everything Amendment was passed in the Senate Judiciary Committee that, subject to voter approval, require the Legislature to ensure that the annual budget is balanced.</p>	<p>HOUSE FIRST READ: 1/09/06 SECOND READ: 1/10/06 Assigned FMPR: DP 1/09/06 RULES: C&P 01/31/06. COW: DPA 2/09/06 Third Read 2/13/06 Sent to Senate SENATE FIRST READ: 2/15/06 SECOND READ: 2/16/06 Assigned: JUD: DPA/SE 3/27/06 RULES</p>	Oppose

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Takings; Public Use; Jury Determination	HCR 2003	Gray C Burgess Pearce	<p>Very similar to SCR 1002. Allows a private property owner to request a jury to determine whether an eminent domain taking is for a public use.</p> <p>Concerns: By allowing "any affected party" to appeal, the set of possible appeals and the dynamics of the appeal process increase by orders of magnitude.</p> <p>On March 30, 2006 a Strike Everything Amendment was passed in the Senate Judiciary Committee that, subject to voter approval, prohibits a public employee labor organization (PELO) from using employee dues or fees for political activities unless the PELO has consent of the employee.</p>	<p>HOUSE FIRST READ: 1/09/06 SECOND READ: 1/10/06 Assigned FMPR: DPA 1/09/06 RULES: C&P 01/31/06. COW: DPA 2/09/06 Third Read 2/13/06 Sent to Senate SENATE FIRST READ: 2/15/06 SECOND READ: 2/16/06 Assigned: JUD: DPA/SE 3/30/06 RULES</p>	Oppose
Land Use Regulation: Compensation	HCR 2031	Gray C	<p>The bill is identical to the amended version of SCR 1019. It proposes a ballot measure that, among other things, would require governments to compensate property owners for every zoning or land use decision they make.</p>	<p>HOUSE FIRST READ: 1/30/06 SECOND READ: 1/31/06 Assigned: FMPR: DPA/SE 2/13/06 RULES: C&P 3/07/06 COW: DPA 3/14/06 THIRD READING: 3/22/06 FAILED 2/3 VOTING REQUIREMENT</p>	Oppose

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Eminent domain; fees; costs; interest	HB 2062	Gray, C Borges Pearce	Requires plaintiffs in actions for condemnation to fully disclose in writing the final project, including all aspects of work that must be performed to complete the project, to the property owner of record.	HOUSE FIRST READ: 1/09/06 SECOND READ: 1/10/06 Assigned FMPR: DP 1/09/06 RULES: C&P 01/09/06. Approved House COW: DPA 01/26/06 Third Read 2/13/06 Passed the House 2/13/06. Sent to Senate SENATE FIRST READ: 2/14/06 SECOND READ: 2/15/06 Assigned: GOV: DPA 3/16/06 RULES: PFC 3/20/06	Oppose

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Eminent Domain; Appraisals; Taxes	HB 2736	Farnsworth Gorman	Appraisals shall include the property's "good will value." Plaintiff responsible for any property taxes paid during the condemnation process. The court shall make the final order of condemnation within 180 days after the commencement of the condemnation action. Changes made to relocation costs and appraisal language. A government entity may not sell, lease, or transfer property that it acquires through eminent domain for 10 years.	HOUSE FIRST READ: 02/02/06 SECOND READ: 02/06/06 Assigned: FMPR: DP 02/13/06 RULES: C&P 3/07/06 COW: DP 3/13/06 THIRD READ: 3/15/06 Sent to Senate SENATE FIRST READ: 3/16/06 SECOND READ: 3/21/06 Assigned: GOV: DPA 3/30/06 RULES: PFC 4/05/06	Oppose
			TRANSPORTATION		

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Bond Requirements; Authorized Third Parties	SB 1098	Verschoor	<p>Increases the bond requirement for individuals applying to participate in the Arizona Department of Transportation's (ADOT) Motor Vehicle Division (MVD) third party program. Updates exemptions from the third party application bond requirement.</p> <p>A Strike Everything amendment was adopted in the House Transportation Committee on Thursday March 9, 2006. The amendment will do the following:</p> <ul style="list-style-type: none"> • Appropriates \$463 million to a highway acceleration account in the state highway fund. • 50% of the appropriated funds would go to Maricopa County. • 25% of the appropriated funds would go to counties with a population of 500,000 or more persons. • 25% of the appropriated funds would go to counties with a population of less than 500,000 or less persons. • Design a right of way purchase or construction related to new, or improvements to, I-10 between milepost 230 and milepost 260 (City of Tucson and the edge of Pima County). 	<p>SENATE FIRST READ: 01/11/06 SECOND READ: 01/12/06 Assigned: TRANS: DP 1/24/06 RULES: PFC 1/30/06 COW: DP 2/08/06 THIRD READING: 2/08/06 Sent to House 2/08/06 HOUSE FIRST READ: 02/20/06 SECOND READ: 02/21/06 Assigned: TRANS: DPA/SE 3/09/06 RULES:</p>	Support House Trans Committee Amendment

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Appropriation Highway Const.	SB 1248	Blendu	<p>Appropriates \$118 million in FY 2006-2007 to the State Highway Fund to accelerate existing highway construction projects. According to ADOT, from October 2003 to October 2005, the prices of the six primary materials used in highway construction have increased in the following amounts:</p> <ul style="list-style-type: none"> • Steel 41 percent • Concrete 21 percent • Lumber 9 percent • Gasoline 104 percent • Diesel 162 percent • Asphalt 40 percent <p>This legislation will result in a \$118 million impact to the state General Fund in FY 2006-2007.</p> <p><u>Amendments Adopted by the Appropriations Committee</u></p> <ul style="list-style-type: none"> • Increases the appropriation to \$118 million from \$100 million. • Appropriates the monies to the State Highway Fund instead of ADOT. <p><u>Amendments Adopted on the Floor</u></p> <ul style="list-style-type: none"> • Amendment by Sen. Martin that forces funds to be used on I-10 and/or I-17 <p>A Strike Everything Amendment was passed by the Appropriations Committee on April 5, 2006 that appropriates to SB 1248 \$300,000 and three FTE positions from the state General Fund in FY 2006-07 to the Department of Health Services (DHS) for osteoporosis research</p>	<p>SENATE FIRST READ: 01/19/06 SECOND READ: 01/25/06 Assigned: TRANS: DP 02/07/06 APPROP: DPA 2/14/06 RULES: PFC 2/20/06 COW: DPA 2/22/06 THIRD READING: 3/06/06 Sent to House 3/06/06 HOUSE FIRST READ: 3/09/06 SECOND READ: 3/13/06 Assigned: TRANS: 4/04/06 W/D APPROPS P: DPA/SE 4/05/06 RULES:</p>	Support

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
ADOT ITS	SB 1420	Martin	Appropriates \$15 million from the state general fund in fiscal year 2006 - 2007 to ADOT for funding of ADOT ITS systems in Maricopa County consisting of highway cameras, message boards and a web site with current highway information. The state general fund would be repaid over a 14-year period (\$1 million per yr.) from the Regional Area Road Fund. These accelerated expenditures have not been included in the MAG Transportation Improvement Program. The section of highway that would be instrumented is 15 miles on Interstate 17 from Dunlap to Carefree Highway. This project is currently programmed for construction in 2013. The current bill requires that payments be made to the general fund on an annual basis beginning in 2007. There are a number of projects programmed prior to 2013, which have a higher priority.	SENATE FIRST READ: 01/30/06 SECOND READ: 02/01/06 Assigned TRANS: DP 2/14/06 APPROP: RULES:	Monitor
I-17 Widening	SB 1504	Martin, Bee, Bennet, Blendu, Miranda, Aguirre, Flake, Garcia, Harper, Mitchell, Tibshraeny, Verschoor, Gorman, Gallardo, Reagan, Stump	The sum of \$75,000,000 is appropriated from the state general fund in fiscal year 2006-2007 and in each of the five subsequent fiscal years to the department of transportation for the widening of interstate 17 from Carefree highway north approximately twenty miles to Black Canyon City with an additional highway lane in each direction. ADOT has completed the Design Concept Report (DCR) to Black Canyon City. An environmental assessment (or environmental impact statement) would need to be completed before design could begin (1-2 years for an EA or 3 + years if an EIS is required). Design could take 2 years. Construction probably could not start for at least 3 year and perhaps longer.	SENATE FIRST READ: 1/31/06 SECOND READ: 2/02/06 Assigned: APPROP: TRANS: DP 2/14/06 RULES:	Monitor

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Relating to municipal debt	HCR 2001	Nelson Mason Blendu Prezelski Weiers	Increases the bonding capacity from 6 percent to 20 percent for public safety and transportation projects.	HOUSE FIRST READ: 1/09/06 SECOND READ: 1/10/06 Assigned: CMMA DP 1/10/06 GRGFA DP 1/18/06 RULES: C&P 01/31/06 COW: DP 2/13/06. Sent to Senate SENATE FIRST READ: 2/15/06 SECOND READ: 2/16/06 Assigned: GOV: DP 3/16/06 RULES:	Support

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
State highway fund bonds	HB 2206	Biggs	Removes the statutory cap (currently set at \$1.3 billion) on Highway User Revenue Fund (HURF) parity bonds issued by the State Transportation Board.	HOUSE FIRST READ: 1/17/06 SECOND READ: 1/18/06 Assigned: TRANS: DP 01/19/06. APPROP (P): DP 2/01/06 RULES: Amend C&P 2/21/06 COW: DPA2/23/06 Sent to Senate SENATE FIRST READ: 2/28/06 SECOND READ: 3/01/06 Assigned: TRANS: DP 3/14/06 APPROP: HELD 3/28/06 RULES:	Support
Appropriation; highway monies; repayment	HB 2332	McClure Konopnicki Lopez	Appropriates \$52,215,300 from the State General Fund to the Highway User Revenue Fund (HURF) for distribution to counties for repayment of HURF monies diverted in fiscal year 2004-2005.	HOUSE FIRST READ: 1/17/06 SECOND READ: 1/18/06 Assigned: TRANS: DPA 01/26/06. APPROP (P): RULES:	Support

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Freeway expansion; Intergovernmental Agreements	HB 2756	Weiers Kirkpatrick Allen Brown Chase Downing Jones McLain Pearce	Provides that three or more contiguous cities may enter into an intergovernmental agreement for a period of not to exceed five years for the construction or expansion of controlled access highways in the state or interstate highway system. The cities would have an election to increase the sales tax by the same percentage in each city. The monies from the tax would be provided to the state treasurer and to ADOT. Each year, the tax is collected, an equal amount up to \$5 million per year would be allocated from the state general fund to the state treasurer for deposit into the ADOT freeway construction account. Projects are required to be identified in the ADOT Long Range Transportation Plan.	HOUSE FIRST READ: 02/02/06 SECOND READ: 02/06/06 Assigned: TRANS: DISC/HELD 2/23/06 APPROP (P) RULES	Monitor
Transportation Facilities; Priorities; Appropriation	HB 2769	Gorman Borges Mason Pierce Martin Barnes Burns Farnsworth Groe Hershberger Jones McLain Murphy Nelson Nichols Paton	Provides that an ADOT departmental committee in recommending priorities shall give additional weight to projects that relieve congestion, improve accessibility, promote safety and provide economic benefits to major arterial routes. A sum of \$80 million is appropriated from the state general fund in fiscal year 2006-2007 to ADOT for deposit in a separate account of the state highway fund for cost related to new construction and improvements to the portion of Interstate 17 between the Loop 101 and northern edge of Maricopa County to relieve congestion, improve accessibility, promote safety and provide economic benefits.	HOUSE FIRST READ: 02/07/06 SECOND READ: 02/08/06 Assigned: TRANS: DISC/HELD 2/23/06 APPROP (P) RULES:	Monitor

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
ADOT; Receiving monies from developer	HB 2791	Chase P	<p>Allows the Arizona Department of Transportation to receive monies from a developer for use by the department for transportation projects.</p> <p>Current statute provides exemptions from bidding requirements for private entities that fund transportation projects with private monies. However, the statute does impose mandates on a private entity that chooses to pay for construction of a transportation project. These requirements include:</p> <ul style="list-style-type: none"> • The private entity must obtain a bond in an amount equal to one hundred twenty-five per cent of the anticipated construction cost of the project before advertising for bids. • The private entity must solicit sealed bids from at least four contractors who are prequalified by the department to perform a contract of the anticipated dollar amount of the construction. • The private entity is required to Award the contract to the best bidder taking into account price and other criteria as provided in the bid documents. • The private entity must obtain bonds from the selected contractor that provide the same coverage as performance and payment bonds issued under title 34, chapter 2, article 2. • The private entity is required to use department construction standards and pay all costs of department reviews of the contract and inspections of the project. • In addition, current statute allows the Department to accept donations of land for transportation purposes; for the construction, improvement and maintenance of state highways or bridges; or for transportation construction equipment. <p>This bill was introduced as a vehicle to pass a compromise that the developers, ADOT, legislature, and the AG hope to reach in the near future. The language is expected to change and a Strike Everything Amendment will put the legislative compromise in place before it passes the legislature.</p>	HOUSE FIRST READ: 02/07/06 SECOND READ: 02/08/06 Assigned: TRANS: DP 2/23/06 APPROP (P): RULES:	Monitor

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
			OTHERS		
Local building construction; procedures	HB 2136	Nelson Blendu	<p>Specifies that cities and towns must follow regulations outlined in title 34 relating to local building construction and procedures.</p> <p>An amendment was approved in the Senate Government Committee on March 16, 2006 that stated that "a notice shall be published by advertising in a newspaper of general circulation in the county in which the agent is located for two consecutive publications if it is a weekly newspaper or for two publications that are at least six but no more than ten days apart if it is a daily newspaper."</p>	<p>HOUSE FIRST READ: 1/11/06 SECOND READ: 1/12/06 Assigned: CMMA: DP 01/17/06 GRGFA: DPA 02/01/06 RULES: C&P 02/14/06 COW: DPA 2/16/06 Sent to Senate 2/20/06 SENATE FIRST READ: 2/21/06 SECOND READ: 2/28/06 Assigned: GOV: DPA 3/16/06 RULES: PFC 3/20/06 COW: DPA 3/30/06 THIRD READING: 4/04/06 Sent to House 4/04/06</p>	Support

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Municipal Planning; Fees Disclosure Now: Development Fee; Capital Improvements Plan	HB 2381	Patton Bee	<p>HB 2381 requires all planning fees collected and spent by a department to be made available, upon request by the legislatures body's planning department.</p> <p>A Strike Everything Amendment was added to the bill in the House GRFGA Committee. The amendment represents a complete overhaul of the development impact fee process.</p> <p>MAG and cities are concerned about this legislation for two main reasons. First, the bill will preempt local authority to set construction sales tax rates at an amount higher than other tax rates. While most larger cities do not have a discrepancy in their construction sales tax rate, several mid-size and small growing cities use a higher construction sales tax rate to pay for enhanced infrastructure and other projects to support growth. Second, the legislation will require all cities to link their development fees to projects contained within a Capital Improvement Plan. The CIP requirement is truly the most troubling part because of the additional requirements that it places on the use of development impact fees.</p>	<p>HOUSE FIRST READ: 1/19/06 SECOND READ: 1/23/06 Assigned: CMMA: W/D 2/14/06 GRGFA: DPA/SE 2/22/06 RULES: C&P 3/02/06 COW: DPA 3/09/06 THIRD READ: 3/13/06 Sent to Senate 3/14/06 SENATE FIRST READ: 3/15/06 SECOND READ: 3/16/06 Assigned: GAR: DPA 3/29/06 RULES: PFCA 4/03/06</p>	Oppose

Issue	Bill Number	Sponsor	Description	Status	Rec. Position
Underground facilities; Marking procedures	HB 2708	Tully P	<p>HB 2708 removes the exemption for underground facilities operators from marking sewer systems installed before December 31, 2005.</p> <p>Provisions</p> <ul style="list-style-type: none"> Adds <i>underground facilities owned by another person</i> and installed before December 31, 2005 to the facilities that an operator of a sewer system is responsible for locating and marking if the facilities are located in any public street, alley, right-of-way dedicated to public use or utility easement. Stipulates that underground facilities installed after December 31, 2005 <i>must</i> be located by referring to installation records of the facility <i>and</i> by using a statutorily approved method. Alternatively, underground facilities installed before January 1, 2006 <i>may</i> be located using installation records or other records relating to the facility, but <i>must</i> be located using statutorily approved methods. Eliminates the exemption from an obligation for a person to represent that an underground sewer facility is abandoned if it was installed on or before December 31, 2005, and it is not owned by an underground facilities operator of a sewer system. <p>Amendments</p> <p>Counties, Municipalities and Military Affairs</p> <ul style="list-style-type: none"> Removes the requirement to mark underground sewer facilities installed before December 31, 2005. Allows for the use of available installation records or other records relating to the facility when locating an underground facility installed before December 31, 2005. Removes the obligation for a person to present that an underground sewer facility is abandoned if the facilities were installed before December 31, 2005. Clarifies that Homeowners' Associations that own underground sewer facilities located in a public right-of-way are not responsible for marking underground facilities by including them in the definition of "person" and exempting them from the definition of "underground facilities operators." Prohibits a building official or political subdivision from requiring the installation of one or more sewer clean-outs for the purposes of locating an underground facility except as required by building code. 	<p>HOUSE FIRST READ: 2/02/06 SECOND READ: 2/06/06 Assigned: FMPPR: WD 2/15/06 COM: WD 2/15/06 TRANS: DPA 2/16/06 RULES: C&P 02/21/06 COW: DPA 3/07/06 Sent to Senate 3/10/06 SENATE FIRST READ: 3/13/06 SECOND READ: 3/14/06 Assigned: CED: RULES:</p>	

Committee Legend:

APP	Appropriations
APP-B	Appropriations - Boone
APP-P	Appropriations - Pearce
CED	Commerce and Economic Development
CMA	Counties, Municipalities and Military Affairs
COM	Commerce
COW	Committee of the Whole
ED	K-12 Education
ENV	Environment
FII	Financial Institutions and Insurance
FIN	Finance
FMPR	Federal Mandates and Property Rights
FS	Family Services
GAR	Government Accountability and Reform
GOV	Government
GRGFA	Government Reform and Govt Finance Accountability
HE	Higher Education
HEA	Health
HS	Human Services
JUD	Judiciary
NRRA	Natural Resources and Rural Affairs
NRA	Natural Resources and Agriculture
PIR	Public Institutions and Retirement
RULES	Rules
S/E	Strike Everything
TRANS	Transportation
UCCT	Universities, Community Colleges and Technology
WM	Ways and Means
W/D	Withdrawn